

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20th Apr. 1936 When handed in at Local Office 20th Apr. 1936 Port of CARDIFF.

No. in Reg. Book. Survey held at Cardiff Date, First Survey 6th Apr. Last Survey 16th Apr. 1936

54469 on the Wood Iron or Steel AVON RIVER (ex David Dawson)

TONNAGE - Built at Immerdale By whom W. Daxford Sons Ltd. When 1918 - 11

GROSS 5286 Owners Avon Steamship Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book),

UNDER DK. 4022 Managers Avon Steamship Co. Ltd. Port belonging to Bristol

NET 3203 Surveyed Afloat or in Dry Dock? Yes Name of Dock Road Dock, Cardiff Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 6020 Port Bal

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Not required

| CHARACTER * for Special Survey Date of last survey and of Periodical surveys. | Years Assigned expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|-------------------------------|--|
| <u>100 A1</u> | <u>10, 05</u> | <u>2 me 10, 05</u> |
| <u>10, 05</u> | | <u>CL 10, 05</u> |
| <u>20 Bly N2-3, 31</u> | | |
| <u>20 Bly N1-05</u> | | |

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 11 1/2 ins.

Was a damage report made by anyone else? If so, by whom? V/W Surgeon

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, state due to misc grounding at entrance to Chesapeake Bay on 17th Feb. 1936 Voyage Hullam to Baltimore

Now done:- Vessel drydocked, bottom and rudder cleaned examined and caulked. No damage observed on bottom. Rudder lifted 3 fathoms - 2 bushes renewed. Steering gear and connections opened out for examination, steering chains annealed. Surface fracture on solepiece of stem frame (p.s. fwd) also small fractures on rudder mainpiece (between 2nd & 3rd arms p.s. and at 3rd arm s.s.) cut out and satisfactorily built up by E.W.

Docking:- In addition to bottom & rudder, weather decks and casings, hatches, vents, and coamings etc examined and in order P.T.O.

| SUMMARY OF DAMAGE REPAIRS:- | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:- |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | | | | | | | | As per repair |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | | Air and Sounding Pipes | | Copper, or Y.M. of Wood Vessels | |
|-------------------------------------|---|--|--|---|--|
| Decks <u>Good</u> | State if Tanks have been examined inside <u>No</u> | Dbng. Plates under Sounding Pipes <u>Good</u> | Engine Room Skylights <u>Good</u> | (State if on Belt) When put on Month Year | |
| Caulking of Decks <u>Good</u> | State if Tanks now tested <u>No</u> | Coal Bunkers, Open'gs, Lids, &c. <u>Good</u> | Oil Bunkers <u>Good</u> | Boats <u>Good</u> | |
| Coamings <u>Good</u> | Bulkheads <u>Good</u> | Scuppers <u>Good</u> | Cargo Hatchways <u>Good</u> | Masts, Yards, &c. <u>Good</u> | |
| Beams & Fastenings <u>Good</u> | Ceiling <u>Good</u> | Hatches <u>Good</u> | Planking of Wood Vessels <u>Good</u> | Condition, how ascertained <u>See deck</u> | |
| Outside Plating <u>Good</u> | Cement or Asphalt (State which.) <u>Good</u> | Planking <u>Good</u> | Caulking ditto <u>Good</u> | (State if wedges removed) | |
| .. in way of sidelights <u>Good</u> | Rudder <u>Good</u> | Treenails ditto <u>Good</u> | Treenails ditto <u>Good</u> | Sails | |
| Breasthooks <u>Good</u> | Steering gear and its connections <u>Good</u> | Breasthooks & Stemson ditto <u>Good</u> | Transoms Pointers, & Catches ditto <u>Good</u> | Equipment letter <u>Y</u> | |
| Transoms <u>Good</u> | Windlass <u>Good</u> | Timbers of Frame at openings ditto <u>Good</u> | Ditto Ditto at other places ditto <u>Good</u> | Anchors, No. of <u>3-1-1</u> | |
| Frames <u>Good</u> | Have pumps now been examined and found efficient? <u>Yes</u> | Ditto Ditto at other places ditto <u>Good</u> | Stringers, Clamps & Shelves ditto <u>Good</u> | Chain Locker <u>Good</u> | |
| Reverse Frames <u>Good</u> | Have Sluice Valves now been examined and found efficient? <u>Yes</u> | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | Cables (State if now ranged) <u>No</u> | |
| Longitudinals <u>Good</u> | Have Watertight Doors now been examined and found efficient? <u>Yes</u> | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | .. length (on board) mean diam. <u>State complete</u> | |
| Transverses <u>Good</u> | Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u> | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | .. Rule length size <u>Good</u> | |
| Floors <u>Good</u> | | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | Hawser & Warps <u>Good</u> | |
| Beams <u>Good</u> | | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | Standing and Running Rigging <u>Good</u> | |
| Stringers <u>Good</u> | | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | | |
| Inner Bottom Plating <u>Good</u> | | Stringers, Clamps & Shelves ditto <u>Good</u> | Salting ditto <u>Good</u> | | |

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and pND24, &c."

This vessel, as now seen, is eligible in my opinion to remain as classed with fresh record of survey 4.36, subject to incidental plating forward (p.s.) being dealt with at Owners convenience, and to solepiece of stem frame and rudder mainpiece (E.W. 4.36) being specially examined at next drydocking

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) (per Sec. 20) £ 4 4 0

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for. 12th Apr. 1936

Received by me. 24.6.1936

Signature: J.C.M. Henderson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8 MAY 1936

Character Assigned 100 A1

5436 Subject AVON RIVER

1/2 W514-0005

FRI. 23 OCT 1936



AVON RIVER
(ex David Dawson)

Vessel has now been sold. Ground markings verified for change of name.

S.R. List 1- Vessel examined in dock for ice damage. Nothing was done at this time to the slightly indented plating forward (h.s.) which remains efficient

RETAIN
[Signature]

RETAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

[Handwritten notes]
6-5-36



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2/2 W514-0005