

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 9/5/36 When handed in at Local Office 12/5/36 Port of NEWCASTLE-ON-TYNE

No. in  
Reg. Book.

Survey held at Blyth

Date, First Survey 27/4/36

(No. of Visits 4)

Last Survey 4/5/

1936

1585 on the Wood, Iron or Steel S/S TOTNES

TONNAGE:-

GROSS 283

UNDER DEK 201

NET 131

Built at Slidrecht

By whom Schips Baanhoek v/h T'Nlo When 1918 -

Owners REGENT COASTERS LTD

Owners' Address 59 MARISCHAL ST, ABERDEEN

Managers -

Port belonging to London.

Surveyed Afloat or in Dry Dock? Yes

Name of Dock Blyth Harbour

No 4.

Destined Voyage

WB=Cell DBor DBa

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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. 92846

Port Nwc.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER.  
\* for Special Survey.  
Date of last survey and of  
Periodical Surveys.Year  
Assigned  
new  
expired.Machinery and Boiler  
Surveys  
(Including date of N.B., if any).100.A.1  
8.35.LMC 2.33  
B.S. 3.35

NE 5'00

S.S. Gms No 3-3.28

re-fitted 28

S.S. Bly No 1-33

N.B. 3.28

T.S.(CL) 3.35

Society's Freeboard (if assigned) as  
painted on Ship and now verified

examined

Was a damage report made by anyone else? If so, by whom? ✓

PAIRS, OR EXAMINATION AS PER RULE, FOR Docking, &amp; Change of Ownership.

How done; - Vessel placed in dry dock, the bottom & rudder  
cleaned, examined, & coated.

Repairs; A number of defective shell rivets renewed (p.s.) in  
the upper seam of 'C' strake, at the after end of the hold  
on starboard side; A slight indentation on the shell plating, in way  
of the 1st strake below, was repaired in place - frames etc in way examined  
found in order. The cause of place were not stated.

At Bow; An indentation was noticed on the 1st strake below, &  
not in 1st strake below. The fore peak tank examined in way

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

GENERAL CONDITION OF THE

Condition of Decks good

Condition of Bulkheads as per Rpt

Condition of Ceiling good

Condition of Cement or Asphalt (State which) good

Condition of Rudder good

Condition of Steering gear and its connections good

Condition of Windlass good

Condition of Have pumps now been examined and found efficient? ✓

Condition of Have Sluice Valves now been examined and found efficient? ✓

Condition of Have Watertight Doors now been examined and found efficient? ✓

Condition of Have Ventilators and their Coamings been examined and found efficient? Yes

State if Tanks have been examined inside F.P.

State if Tanks now tested ✓

Bulkheads ✓

Ceiling ✓

Cement or Asphalt (State which) good

Rudder good

Steering gear and its connections good

Windlass good

Have pumps now been examined and found efficient? ✓

Have Sluice Valves now been examined and found efficient? ✓

Have Watertight Doors now been examined and found efficient? ✓

Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes ✓

Dbing. Plates under Sounding Pipes ✓

Engine Room Skylights good

Oil Bunkers, Open'gs, Lids, &amp;c. good

Oil Bunkers good

Scuppers good

Cargo Hatchways good

Hatches good

Planking of Wood Vessels

Caulking ditto

Treennails ditto

Breasthooks &amp; Stemson ditto

Transoms Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto Ditto at other places ditto

Stringers, Clamps &amp; Sheifs ditto

Sanding ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt).

When put on, Month Year

Boats good

Masts, Yards, &amp;c. good

Condition, how ascertained from deck

(State if wedges removed) ✓

Sails ✓

Equipment letter

Anchors, No. of 2 B. 15

Chain Locker ✓

Cables (State if now ranged) ✓

length (on board) mean diamr. ✓

Rule length size ✓

Hawser &amp; Warps stated sufficient

Standing and Running Rigging good

General Observations, Opinion as to Class, Recommendation, &amp;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 ptND24, &c."

This vessel is now in good & efficient condition, & eligible  
remain as classed, without fresh record of survey,  
subject to the indented plating (port bow) being dealt with  
to the owners' convenience.

Survey Fee (per Section 20) £

Fees applied for,

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

19

Travelling Expenses (if chargeable) £

Received by me,

Second Surveyor's Fee (if any) £

19

Committee's Minute

TUE. 26 MAY 1936

FRI 12 FEB 1937

Character Assigned

Rebuilt 54.36

No. 2 &amp;c

mdt: 22/4/36

15.36

R. J. Easthouse  
Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation

W526-0171/2



internally & found in an efficient condition, all riveting & caulking internally & externally found efficient. The cause & place of this indentation were not stated. It is submitted that repairs to the shell plating, be dealt with at the Owner's Convenience, which in my opinion merits the favourable consideration of the Committee.

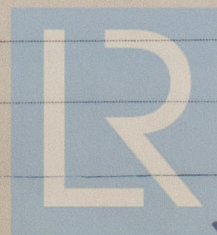
Special Survey 2nd no 2 due, 3, 36 - nothing has been done at this time towards the survey, the new Owners stating that this will be commenced at the first favourable opportunity, & completed before the end of the year of grace.

The following parts have also now been examined. The decks, hatchways, coamings, ventilators & coaming anchors, hold, frames & beams, bulkheads, fore peak & tank (internally) engine & boiler space & poop, & all found in an efficient condition, & in my opinion the Owner's proposal to defer the Special Survey as stated above in my opinion merits the favourable consideration of the Committee.

Note: The Ownership of this vessel has now been changed - for particulars please see page I of this report.

R.I.G.

RETAIN



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WS26-0711/2