

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

of writing Report 30. 5 1935 When handed in at Local Office 31. 5 1935 Port of *Southampton*  
 in Survey held at *Southampton* Date, First Survey 1. 5. 35 Last Survey 28. 5 1935  
 on the *Wood, Iron or Steel* *YORK VALLEY* (No. of Visits 5)

TONNAGE— Built at *Newcastle* By whom *W. Dobson & Co.* When 1903 8  
 566 Owners *W. A. Wilson* Owners' Address  
 DER DK. 451 Managers Port belonging to *London*

ed Afloat or in Dry Dock? *Both* Name of Dock *No. 3. D.D.* Destined Voyage *Boness*  
 ell 11 Bor DBa feet; uE&B feet; f feet  
 Capacity tons. FPT tons; APT tons; MT feet tons.  
 All alterations in the existing records should be underlined.  
 e Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 45506 Port *Thull*

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

cases where the Surveyor has not made a special damage report he is required to state whether he his services for this purpose and to whom and why they were declined *gas. let. damaged*

Was a damage report made by anyone else? If so, by whom? *Culmann & Turner*

OR EXAMINATION AS PER RULE, FOR *Damages & stated to have been caused by*  
*hoon with a barge in Albert Dock (London) on March 29<sup>th</sup> 1935 &*  
*Grounding at Guernsey on 2<sup>nd</sup> April 1935.*

done:— The vessel having been brought to Southampton under her own steam, placed in dry dock, bottom & midships examined. The decks, lower parts of holds, machinery spaces & bunkers & filled with coal / examined as far as practicable. The after double bottom tank examined internally and and is now placed in good order.  
 Damage & Stanchion side of fore & aft plates indented & fractured abt. 1/2 ft. o

DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
ed								
ed and Paired or Repaired								
or Repaired in place								
CONDITION OF THE								

Efficient	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested <i>no</i>	Dblng. Plates under Sounding Pipes	(State if on Vell).
Bulkheads		Engine Room Skylights <i>Efficient</i>	When put on, Month Year
astenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats <i>good</i>
ting	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
in way of sidelights	Rudder <i>Efficient</i>	Scuppers	Condition, how ascertained
s	Steering gear and its connections	Cargo Hatchways <i>good</i>	(State if wedges removed)
Have pumps now been examined and found efficient? <i>Tested under steam</i>	Windlass	Hatches	Sails
Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
Have Ventilators and their Coamings been examined and found efficient?		Caulking ditto	Anchors, No. of <i>23 &amp; 15</i>
om Plating		Treenails ditto	Chain Locker
		Breasthooks & Stemson ditto	Cables (State if now ranged)
		Transoms Pointers, & Crutches ditto	length mean diam.
		Timbers of Frame at openings ditto	Rule length size
		Ditto Ditto at other places ditto	Hawser & Warps <i>Insufficient</i>
		Stringers, Clamps & Shelves ditto	Standing and Running Rigging <i>Efficient</i>
		Soleing ditto	

### 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 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 ptd24, &c."

*is vessel, as now run, is in an efficient condition & eligible, in my opinion, to be continued in her present class for the purpose of forwarding in ballast to a United Kingdom or back European Port to be taken up.*

y Fee (per Section 29) £  
 d Damage or Repair Fee (if any) £ 3 3  
 (per Sec. 29) *Later fee*  
 lling Expenses (if chargeable) £  
 d Surveyor's Fee (if any) £

Fees applied for,

27/5/1935.

Received by me,

29/5/1935.

Committee's Minute

TUE. 18 JUN 1935

FRI. 28 JUN 1935

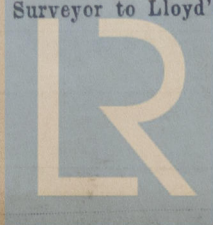
Character Assigned

*write Gs (CR)*

*Deferred*

*Rto*

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W545-0106

Damage II Bottom hold in bilge on starboard side  
of No 1 hold and otherwise indented. Framing  
& tank top in No 1 hold distorted. Deck fittings,  
bidge beam & accommodation damaged.

Soundings taken at intervals - satisfactory results.  
Steering gear tested.

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.