

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report: 14.11.38 When handed in at Local Office: 18/11/38 Port of NEWCASTLE-on-TYNE
 No. in Reg. Book: 45169 Survey held at Abbeys. on Tyne Date, First Survey 10.11.38 Last Survey 16th Nov. 1938
 on the Wood, Iron or Steel Se. "GOODWOOD" (No. of Visits 8)

TONNAGE:—
 GROSS 2496 Built at Sunderland By whom S.P. Austin & Co. When 1937 MONTH 8
 UNDER DK. 214 Owners W. France, Fenwick & Co. Owners' Address (if not already recorded in Appendix to Register Book).
 NET 1684 Managers _____ Port belonging to London

Surveyed in or out in Dry Dock? Yes Name of Dock Palmer Destined Voyage _____
 W.B.=Cell DBorDBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 96865 Port London

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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. Was a damage report made by anyone else? If so, by whom? Underwritten Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & DOCKING.

DAMAGE. alleged sustained when docking, in a loaded condition, at Messrs Palmer (Hullam) Ltd. on 4th November 1938.

How done: Vessel placed in dry dock for examination. All double bottom tanks cleaned, examined internally in way of damaged parts & after completion of repairs tested by water pressure, found satisfactory. Plates numbered from forward

Repairs: Head: Plates nos 6 & 8 renewed, painted & refitted. Plates nos 1, 2, 4, 9, 10 & 14 rebanded and painted in place. A Streak (head): plates nos 2, 6, 4, 9, 10 & 15. (Streak). plates nos 2, 6, 4, 9 & 10 painted in place.

Ruik: in way damaged part: hammer tested and started & loose rivets renewed. Udd shell clean & caulked. Broken element renewed. Renewals made as necessary for access

SUMMARY OF DAMAGE REPAIRS—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2							(P.T.O)
Removed and Faired or Repaired	2							
Faired or Repaired in place	14	3						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Foot.) When put on, Month Year
Decks <u>Good</u>	<u>See Ref.</u>	—	—
Caulking of Decks <u>Good</u>	<u>See Report</u>	—	—
Coamings <u>Good</u>	<u>Good</u>	—	—
Beams & Fastenings <u>Good</u>	<u>Good</u>	—	—
Outside Plating <u>Good</u>	<u>Good</u>	—	—
in way of sidelights <u>Good</u>	<u>Good</u>	—	—
Breasthooks <u>Good</u>	<u>Good</u>	—	—
Transoms <u>Good</u>	<u>Good</u>	—	—
Frames <u>Good</u>	<u>Good</u>	—	—
Reverse Frames <u>Good</u>	<u>Good</u>	—	—
Longitudinals <u>Good</u>	<u>Good</u>	—	—
Transverses <u>Good</u>	<u>Good</u>	—	—
Floors <u>Good</u>	<u>Good</u>	—	—
Keelsons <u>Good</u>	<u>Good</u>	—	—
Stringers <u>Good</u>	<u>Good</u>	—	—
Inner Bottom Plating <u>Good</u>	<u>Good</u>	—	—
State if Tanks now tested <u>See Report</u>	—	—	—
Bulkheads <u>Good</u>	—	—	—
Ceiling <u>Good</u>	—	—	—
Cement or Asphalt (State which.) <u>Good</u>	—	—	—
Rudder <u>Good</u>	—	—	—
Steering gear and its connections <u>Good</u>	—	—	—
Windlass <u>Good</u>	—	—	—
Have pumps now been examined and found efficient? <u>Good</u>	—	—	—
Have Sluice Valves now been examined and found efficient? <u>Good</u>	—	—	—
Have Watertight Doors now been examined and found efficient? <u>Good</u>	—	—	—
Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	—	—	—
DBing. Plates under Sounding Pipes <u>Good</u>	—	—	—
Engine Room Skylights <u>Good</u>	—	—	—
Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>	—	—	—
Oil Bunkers <u>Good</u>	—	—	—
Scuppers <u>Good</u>	—	—	—
Cargo Hatchways <u>Good</u>	—	—	—
Hatches <u>Good</u>	—	—	—
Planking of Wood Vessels <u>Good</u>	—	—	—
Caulking ditto <u>Good</u>	—	—	—
Treenails ditto <u>Good</u>	—	—	—
Breasthooks & Stems ditto <u>Good</u>	—	—	—
Transoms Pointers, & Catches ditto <u>Good</u>	—	—	—
Timbers of Frame at openings ditto <u>Good</u>	—	—	—
Ditto Ditto at other places ditto <u>Good</u>	—	—	—
Stringers, Clamps & Sheifs ditto <u>Good</u>	—	—	—
Salting ditto <u>Good</u>	—	—	—
(State if examined.)	—	—	—

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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24."
This vessel is eligible, in our opinion, to remain as now classed in the Register Book with fresh record of Survey 11.38.

Survey Fee (per Section 29) £ _____
 Special Damage & Repair Fee (if any) (per Sec. 29) £ 8 8 0
 Travelling Expenses (if chargeable) £ _____
 Second Surveyor's Fee (if any) £ _____
 Fees applied for 18 NOV 1938
 Received by me, A. A. Morris H. S. Turnbull
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Character Assigned 1000A
Cargo class not fitted
 TUE 29 NOV 1938
 Lloyd's Register Foundation
 W548-0136

