

NOV 19 1938

Section 4
ISS

No. 96900

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 Survey held at 45/69 on the Wood, Iron or Steel

Date, First Survey 10. 11. 38

Last Survey 16/11/38

1938

TONNAGE:-

GROSS 2496

UNDER DEK 214

NET 1684

Built at Sunderland

By whom S. P. Austin & Co. Ltd.

YEAR 1937 MONTH 8

Owners W. France, Fenwick & Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to London

Surveyed in Dry Dock? Yes

Name of Dock Palmer's

Destined Voyage

W.B.=Cell DBordBa

feet; uE&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.

Last Report, No. 96865 Port hwe

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

CHARACTER
* for Special Survey,
Date of last Survey and of
Periodical Surveys.Years
Assigned
how
expired.Machinery and Boiler
Surveys
(including date of N.B. is any).+100A.1. 9. 38
Large bottom not
fitted.+L.M.C. 8. 34
Ch

Periodical Surveys, when held, must be reported in detail and serially 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?

Underwriters Surveyors.

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

DAMAGE. alleged sustained when docking, in a loaded condition, at Messrs. Palmer's (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: Hull: Plates nos 6 & 8 renewed, joints & refitted. Plates nos 1, 2, 4, 9, 10 & 14 rebored and joints in place. A strike. (port). plates nos 2, 6, 4, 9, 10 & 15. (starboard). plates nos 2, 6, 4, 9 & 10 joints in place.

Hull: in way damaged parts examined tested and struts & loose rivets renewed. All steel clamps caulked. Broken clamps renewed. Repairs 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	14	3						
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	See Ref.	Air and Sounding Pipes	-	Copper, or Y.M. of Wood Vessels	-
Caulking of Decks	Good	State if Tanks now tested	See Ref.	Dbing. Plates under Sounding Pipes	-	(State if on Foot.)	-
Coamings	Good	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	Good	Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
Outside Plating	Good	Cement or Asphlt	Good	Oil Bunkers	-	Masts, Yards, &c.	Good
" " in way of sidelights	Good	(State which.)	Good	Scuppers	-	Condition, how ascertained	from deck.
Breasthooks	-	Rudder	Good	Cargo Hatchways	Good	(State if wedges removed)	-
Transoms	-	Steering gear and its connections	Good	Hatches	Good	Sails	-
Frames	Good	Windlass	Good	Planking of Wood Vessels	-	Equipment letter	T. 38. 15.
Reverse Frames	Good	Have pumps now been examined and found efficient?	-	Caulking	ditto	Anchors, No. of	38. 15.
Longitudinals	-	Have Sluice Valves now been examined and found efficient?	-	Treenails	ditto	Chain Locker	-
Transverses	-	Have Watertight Doors now been examined and found efficient?	-	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Ke
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Transoms Pointers, & Catches	ditto	" length..... mean diamr.	
Keelsons	Good			Timbers of Frame at openings	ditto	" Rule length..... size.....	
Stringers	-			Ditto Ditto at other places	ditto	Hawser & Warps	-
Inner Bottom Plating	Good			Stringers, Clamps & Sheifs	ditto	Standing and Running Rigging	-
				Saltng	ditto		
				(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, 1.24," or "to remain as classed and to have record of survey, 1.24, 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) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for

18 NOV 1938

Received by me,

5/12/38

1/12/38

1/12/38

1/12/38

1/12/38

1/12/38

1/12/38

1/12/38

1/12/38

1/12/38

A. A. Thorne

A. S. Turnbull

Surveyor to Lloyd's Register of Shipping.

TUE 29 NOV 1938

100071

Cays this not fit

W548-0136

Lloyd's Register
Foundation

74. This defect is caused by covering Press as usual, but the covering paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Boxes placed in dry dock. The bottom & hulls cleaned, examined & found or placed in good condition, but not coated. Deck equipment, winchless, holds and engine space generally examined and found good. Aft's peak & No 1 & 2 B. Tanks tested after repairs & found in order.

Shell. (Starta). E. Strake No 4 pairs in place.

3 frames in way & the angle in way raised in place.

Defects noted in frame brackets in way removed.

Leak from aft. hatch tank made tight.

P. P. H.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

..... *reclass state Mechanical Tests*

[illegible]

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

.....

[illegible]