

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22<sup>nd</sup> May 31 when handed in at Local Office 23<sup>rd</sup> May 31 Port of CARDIFF  
 No. in Reg. Book. 83211 Survey held at Cardiff Date, First Survey 12<sup>th</sup> May 1931 Last Survey 20<sup>th</sup> May 1931  
 (No. of Visits)

TONNAGE 245 Built at Clydebank By whom Brown & Co Ltd. When 1906-8  
 GROSS 1320 Owners Fishguard & Rosslare Ship Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
 UNDER DECK 1006 Managers both Port belonging to London  
 NET 1006

Surveyed Afloat or in Dry Dock? both Name of Dock Canal Dock Destined Voyage Irish Channel Service  
 WB=Cell DBor DBa 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.

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. 98625 Port Liv

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained by collision with steamer "ENNISCARRA" whilst on a voyage from Fishguard to Rosslare on the 10<sup>th</sup> May 1931.  
Upon examination found stem bar broken above 13'-0" mark and stem plates in way badly buckled and fractured.  
Work done for above damage: Vessel placed in dry dock, bottom and rudder cleaned and examined.  
Repairs: Stem bar cut out from above seat and renewed, lower part cut loose and faired in place.  
Port and Starboard house pipes removed for access and replaced.  
Port Side: Stem plate in sheer stake cut loose and faired in place.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items.
Renewed	10	4						port stem bar
Removed and Faired or Repaired	3							
Faired or Repaired in place	4	2						

PRESENT CONDITION OF THE	
Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>Yes</u>
Coamings <u>not exam</u>	Bulkheads <u>not exam</u>
Beams & Fastenings <u>not exam</u>	Ceiling <u>Good</u>
Outside Plating <u>Good</u>	Cement or Asphalt (State which) <u>Good</u>
Breasthooks <u>not exam</u>	Rudder <u>Good</u>
Transoms <u>not exam</u>	Steering gear and its connections <u>Good</u>
Frames <u>Good as per report</u>	Windlass <u>Good</u>
Reverse Frames <u>not exam</u>	Have Pumps now been examined and found efficient? <u>not exam</u>
Longitudinals <u>not exam</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>
Transverses <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>
Keelsons <u>Good</u>	
Stringers <u>Good</u>	
Inner Bottom Plating <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 No. 124," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptnb24, &c."

This vessel so far as seen is now in an efficient condition and eligible in my opinion to remain as classed with fresh record of survey 5-31.

Survey Fee (per Section 29) £ 10 10 0 Fees applied for, 23<sup>rd</sup> May 31  
 Special Damage or Repair Fee (if any) £ 18 6 19 Received by me, 18 6 19  
 Travelling Expenses (if chargeable) £ 18 6 19  
 Second Surveyor's Fee (if any) £ 18 6 19

Committee's Minute FRI. 12 JUN 1931

Character Assigned Without

Irish Channel Service

CERTIFICATE WRITTEN 22.6.31

Thomas Miller & V. Lockney

Surveyor to Lloyd's Register of Shipping. TUE. 28 FEB 1933 TUE. 16 JAN 1934



## S.S. ST. DAVID

PORT SIDE; Stem plate in 1<sup>st</sup> frame below sheer renewed and doubling plate removed for access and replaced.

Stem plate 2<sup>nd</sup> below sheer renewed extended to new butt and plate No 2 cropped.

Stem plate 3<sup>rd</sup> below sheer renewed

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