

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 28 SEP 1938 Port of LIVERPOOL
No. in Survey held at Liverpool Date, First Survey 26/9/38 Last Survey 27/9/1938
Reg. Book. 60566 on the Wood, Iron or Steel S.S. LONSDALE (No. of Visits 2)TONNAGE: Built at Northwich By whom W. J. Yarwood When 1904-6
GROSS 221 Owners M. O. Sullivan Owners' Address
UNDER DK 173 Managers Port belonging to Belfast
NET 85

Surveyed Afloat or in Dry Dock? Ye Name of Dock Canada Basin Destined Voyage

WB=CellDBorDBa 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. 21807 Port SWS

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

CHARACTER. Date of Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
1700A1. 2.38		TLMC
S.S. Ref 2783. 5.29		MS. 12.35
S.S. Ref. 123. 13.31		B.S. 8.37
		TJ. CL. 2.38

(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

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

Certificate B. issued.

Was a damage report made by anyone else? If so, by whom? Not known

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition after vessel stated to have grounded in Gallway Bay on 13/9/38 whilst on a voyage from Garston to Gallway. See also S.R.L.

Vessel examined afloat. An examination made of decks, coamings, coamings, hatchways, supports, hold, & machinery space above floor level. Ceiling in hold lifted to expose centre & side keelsons. (Single bottom). Bottom & keelsons appear to be set up gradually over the full length of hold to a maximum of about 2 1/2" on centre keelson & to a lesser degree on side keelsons. Rivet connections. Knife tested & rivets small hammer test in way & found generally

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	200	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	1
Caulking of Decks	do	State if Tanks now tested	20.	Dblng. Plates under Sounding Pipes	good	(State if on Felt.)	
Coamings	do	Bulkheads	good	Engine Room Skylights	good	When put on, Month	Year
Beams & Fastenings	do	Ceiling	do	Coal Bunkers, Open'gs, Lids, &c.	good	Boats	good
Outside Plating	as above	Cement or Asphalt (State which.)	do	Oil Bunkers	good	Masts, Yards, &c.	do
" " in way of sidelights	✓	Rudder	above work good	Scuppers	good	Condition, how ascertained	four dk
Breasthooks	✓	Steering gear and its connections	good	Cargo Hatchways	do	(State if wedges removed)	no
Transoms	when 40 good	Windlass	do	Hatches	not ranged	Sails	✓
Frames	do	Have pumps now been examined and found efficient?	good	Planking of Wood Vessels	✓	Equipment letter	c ✓
Reverse Frames	✓	Have Sluice Valves now been examined and found efficient?	✓	Caulking	ditto	Anchors, No. of	28.15.
Longitudinals	✓	Have Watertight Doors now been examined and found efficient?	✓	Treenails	ditto	Chain Locker	✓
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no
Floors	as above			Transoms Pointers, & Crutches	ditto	" length (on board)	mean diamr. ✓
Keelsons	as above			Timbers of Frame at openings	ditto	" Rule length	size ✓
Stringers	none			Ditto Ditto at other places	ditto	Hawser & Warps	good
Inner Bottom Plating	none			Stringers, Clamps & Shelves	ditto	Standing and Running Rigging	do
				Salting (State if examined.)	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 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 in my opinion eligible to remain as now classed without fresh record of Survey subject to her being further examined in dry dock at the first convenient opportunity, & to the shell plating being drilled when the vessel is 36 years old, as previously recommended

Survey Fee (per Section 20) £ 3 : 3 : 0 Fees applied for 28.9.1938
Special Damage or Repair Fee (if any) £ 2 Received by me 28.9.1938
Travelling Expenses (if chargeable) £ 2
Second Surveyor's Fee (if any) £ 2Committee's Minute
Character Assigned Deferred for Boiler Survey &c
LIVERPOOL - 4 OCT 1938

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W692-0119 1/2

S/S. Lonsdale

satisfactory. Pump & bilge suction tried & found satisfactory. From the examination made, from the sounding recorded in the log book since the grounding the vessel does not appear to be leaking. It is recommended that the vessel be further examined in dry dock & dealt with as found necessary at the first convenient opportunity.

S. R. L.

Shell plating to be drilled when the vessel is 36 years old. as previously recommended

Bu