

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

Date of writing Report 4-12-1926 When handed in at Local Office 4-12-1926 Port of Grimsby

No. in Reg. Book. Survey held at Grimsby Date, First Survey 12-11-1924 Last Survey 24-11-1926 (No. of Visits 9)

80186 on the Wood, Iron or Steel Se "PLODDER"

TONNAGE:- Built at Rotterdam By whom Willsons &amp; Simpson &amp; Co. When 1918 7

GROSS 519 Owners Strimer S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

UNDER DK. 399 Managers A. Harrison Port belonging to London

NET 283 on Slipway yes Name of Dock Charlton's Destined Voyage

Surveyed Afloat or in Dry Dock? Surveys

WB=CellDBorDBa feet; uE&amp;B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

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. 88898 Port LON

(Periodical Surveys, when held, must be reported in detail and seriatim 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 this form. State also the dates and initials of any letters respecting this case.)

ge cases where the Surveyor has not made a special damage report he is required to state whether he Society's Freeboard (if assigned) as 1 ft. 7 ins.  
ed his services for this purpose and to whom and why they were declined yes; not required painted on Ship and now verified

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

RS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 2 and Damage.

1 stated due to collision with the S.S. "HALMARR" Type Dock on the 30th November, 1925.

2 stated due to collision with the bulk "ARTIMUS" Gravesend on the 24th March, 1926.

3 stated due to grounding in Gable Roads on the 1st September, 1926.

our done:-

Special Survey No. 2.

set placed on slipway bottom and middle cleared, examined &amp; coated. hold, peak, chain locker, bunkers, 6 &amp; 13 spaces (above &amp; below platform) See above

Y OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
newed ... ..	1							One bottom plate removed, one removed, joined and replaced, and one framed up, placed one through angle, joined in place. Remains as stated.
moved and Fair'd or Repaired ... ..	2							
red or Repaired in place ... ..	15	3				1		

CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
of Decks	yes	good	(State if on Felt.)
"	State if Tanks now tested	Engine Room Skylights	When put on, Month Year
"	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Fastenings	Ceiling	Scuppers	Masts, Yards, &c.
ating	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained
ts	Rudder	Hatches	(State if wedges removed)
"	Steering gear and its connections	Planking of Wood Vessels	Sails
"	Windlass	Caulking ditto	Equipment letter
ames	Have Pumps now been examined and found efficient?	Treemails ditto	anchors, No. of
"	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
"	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" length 195 ft size 18"
"	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	" (on board) 195 ft size 18"
"		Ditto ditto at other places ditto	" Rule length 195 ft size 18"
"		Stringers, Clamps & Shelves ditto	Hawser & Warps
"		Saling (State if examined.) ditto	Standing & Running Rigging

rat Observations, Opinion as to Class, Recommendation, &amp;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 a 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 ptnd24, &c."

is vessel is eligible in my opinion to remain as classed and to have record of survey 11, 26 and notation of ss Nos 2-26.

£ 12 : 0 : 0 Fees applied for, 4.12.26  
£ 12 : 12 : 0 Received by me, 4.12.26  
Expenses (if chargeable) £  
Surveyor's Fee (if any) £  
Surveyor to Lloyd's Register of Shipping.

Committed's Minute

FRI. 10 DEC 1926

Character Assigned

CERTIFICATE WRITTEN 22/12/26

Cargo battens not fitted  
S.S. No. 2-26 + dmb 11.26

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Lloyd's Register Foundation



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and accommodation spaces cleared and examined.  
ceiling removed as required by the Rules:

The hinges and linings all fore & aft cleaned out and examined.  
The framing and both surfaces of shell plating cleaned  
and coated as necessary: The plating in way of  
the sidelights examined:

All double bottom tanks examined internally  
Fore peak and all double bottom tanks tested by a  
head of water according to Rule.

The decks, current, anchors, cables, masts, spars, rigging, general equipment, E & B casings, ventilators, coamings and covers, hatchways, hatch covers and supports, tarpaulins, cleats and battens, steering engine and its connections, steering rods, chain blocks, quadrant, steering gear, windlass, pumps, air and sounding pipes and doubling plates under sounding pipes examined and found or placed in good and efficient condition.

Freeboard verified

Wear & tear repairs.

In way of cool shoot :- One after bulkhead plate cropped and part removed, two plates part doubled, corner angle and two stiffeners removed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream .....																
	Kedge.....																

If Patent state name of Patente.

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

## CHAIN CABLES.

[illegible]

Side bunkers: - One side plate on p.s and two on SS part doubled; three stiffeners on p.s and two on SS cropped and part removed: one stiffener on SS strengthened by a reversed angle. One shroud to main mast on p.s removed: a few minor repairs effected.

Damage No 1

Starb<sup>d</sup> side in way of fore end of bridge:- One bridge side plate joined in place; flying bridge foundation angle cropped and part removed; one stanchion supporting



S.S. PLODDER.

Counter of damage No 1.

Flying bridge removed: bridge track rail and weather boarding part removed: cement in bridge deck runway cut away, margin plank and wood deck caulked and cement removed; wood nosing in front of flying bridge and one wood running transverse removed and a few minor repairs to sidelights and wood fittings in Steward's room carried out.

Damage No 2.

Port side in way after hatchway: - One bulwark plate removed, one removed, joined and repaired and one joined in place. One sheerstrake plate, one deck stringer bar and one stringer angle joined in place; One length of rail bar, five bulwark transverse and one wash port door removed, joined and replaced; One wash port door removed; wash deck piping in way removed and replaced for access.

Damage No 3.

Vessel placed on slipway bottom and keel cleaned. Examined counting from fore end: -

S: - A No 7, B Nos 4-6 & 7 and E No 2 plates joined in place. C No 2 plate removed and C No 3 and D No 3 plates removed, joined and replaced;

S: - A No 1, B Nos 3-4-5 & 7 and C Nos 1-2 & 3 plates joined in place;

Three frame bottoms and three intermediate brackets in No 2 tank on p.s. joined in place;

Three hold transverse removed, joined and replaced;

Old ceiling part removed and cement in way of repairs removed;

Keel and caulking of bottom plating overhauled throughout and made good.

All double bottom and fore peak tanks tested by a head of water according to Rule;

A few minor repairs effected.

J. R. Palmer.