

TUE. 29 JAN. 1918

No. 30350

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/1/18 When handed in at Local Office

Port of Hull

No. in
Reg. Book.

Survey held at

Hull

Date, First Survey

8/1/18

Last Survey

21-1-1918

1137 on the Wood, Iron or Steel

J. J. HUNSGROVE

(No. of Visits)

4

Master J. E. Scott

TONNAGE:-

GROSS 3063

UNDER DECK 2890

NET 1942

Built at

Newport News

By whom

Newport News S.R. & S.C.

When

1913

MONTH

2

Owners

W. Robertson & Co.

Port belonging to

London

Owners' Address

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Wm Wright & Co.

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet; }

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 68865 Port

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 to 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 placement 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.

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 why they were declined? *Not required* Was a damage report made by anyone else? If so, by whom? *None made.*

PAIRS, OR EXAMINATION AS PER RULE, FOR

Part 5.5.1 and damage.

Vessel placed in dry dock bottom, rudder &c. cleaned and examined and found good with exception of the undermoulded bottom &c. coated with paint.

On account of temporary repairs in way of damage stated to have been caused by collision with H.M.S. 'Zephyrus' on 26th Jan 1917 and effected at Portsmouth Dockyard.

Starboard Side: In way of Engine Room, Bolster Hatch fitted on ships side covering spur strake and part of strakes above and below Bulwarks where carried away made up with wood

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Stringers	Good	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	
Inner Bottom Plating	Good	Engine Room Skylights	Good	(State if on Fell)	
State if Tanks have been examined inside	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	When put on Month	
State if Tanks now tested	Good	Scuppers	Good	Boats	Good
Bulkheads	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
Ceiling	Good	Hatches	Good	Condition, how ascertained	from deck
Cement or Asphalt (State which)	Good	Planking of Wood Vessels	Good	(State if wedges removed)	no
Rudder	Good	Caulking	Good	Sails	Good
Steering gear and its connections	Good	Treenails	Good	Equipment letter	Good
Windlass	Good	Breasthooks & Stems	Good	Anchors, No. of	38 15 18
Have Pumps now been examined and found efficient?	Good	Transoms, Pointers, & Crutches	Good	Cables (State if now ranged)	no
Have Sluice Valves now been examined and found efficient?	Good	Timbers of Frame openings	Good	length	5' 6" complete
Have Watertight Doors now been examined and found efficient?	Good	Ditto ditto at other places	Good	Rule length	size
		Stringers, Clamps & Shells	Good	Hawser & Warps	Sufficient
		Sanding (State if examined)	Good	Standing & Running Rigging	Good

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, 1,11," or "to remain as classed and to have record of survey, 1,11, and the notations of ss No. 1-11 and ptND11, &c."

This Vessel is now, so far as seen, in a good seaworthy condition and is eligible in my opinion to remain as classed, and to have record of survey 1,18 Hull and the notation 5.5.1 with date subject to permanent repairs being carried out at the earliest opportunity and the survey being complete.

Survey Fee (per Section 22)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 22)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

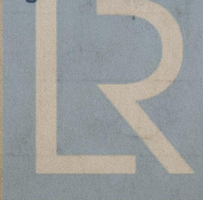
Character Assigned

TUE. 12 FEB. 1918

Deferred for
completion of W.1

Matthew Blackwood

Surveyor to Lloyd's Register of British & Foreign Shipping.



Lloyd's Register Foundation

W856-004H

H.B.—*If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.*

ANCHORS.

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

[illegible]