

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20-2-1918. When handed in at Local Office 20-2-1918. Port of Swansea

No. in Reg. Book 9248 Survey held at Swansea Date, First Survey 1-2-18 Last Survey 15-2-1918 (No. of Visits Nine) Master

TONNAGE:- GROSS 3592 Built at Sunderland By whom Short Bros & Co. When 1904 12-2
UNDER DE. 3406 Owners Waas. Wals. & Co. (MGRS) Port belonging to London.
NET 2313 Owners' Address

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Kings Dock Destined Voyage

WB=Cell DBor DBa feet; u&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & 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. 70428 Port RWC
(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 the back of this form. State also the dates and initials of any letters respecting this case.)

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

OR EXAMINATION AS PER RULE, FOR examination and overhaul of existing temporary repairs in fore peak.

Water leading badly into fore peak, several rivets in shell lugs being broken, and rivets in beam knees broken or sheared. Cement behind stem cracked water passing through same.
Repairs now done:- Defective rivets in shell lugs & beam knees renewed. Several beam knee plates cut off & refitted. New tie plate fitted at No 3 frame. One new stringer plate fitted on port side. Port of buckled stringer on star side cut away & new plate fitted. New bulk angle stringer fitted between existing stringers on star side. One new extra beam fitted. New web frame fitted from lower deck to top of floors midway between stem & Coll bulk h'd on star side H.O.

DESCRIPTION OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Examined								Temporary repairs only carried out.
Examined and Faired or Repaired								
Examined or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings ditto	Ditto ditto at other places ditto	Stringers, Clamps & Shelves ditto	Salting (state if examined.)	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length size (on board)	Rule length size	Hawser & Warps	Standing & Running Rigging
Good	depend		No	NO	depend. Coll. h'd	depend	"	"	Good	"	efficient	depend	"	Good	Good	"	"	"	"	of Wood Vessels	ditto	ditto	ditto	ditto	ditto	ditto	ditto	Good	Good	"	from dk	no	W	5-1-1	no		efficient	Good		

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 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

Vessel so far as seen is in an efficient condition and is eligible in opinion to remain as classed, without fresh record, subject to permanent repairs being carried out as arranged, & the H No 3 being completed. (Note) change of name in Register Book to be noted.

Fees applied for, 20/2/1918 Received by me, 13-3-1918

Surveyor to Lloyd's Register of Shipping. TUE MAY 14 1918. Defered for completion of repairs. 22.18.

Is Certificate required? If so, to be sent to W 919-0110

3/5 CHATHAM

Bulkhead brackets on star side refitted. Wood bulkhead fitted at No 2 frame & space behind to them filled in solid with cement. (The old cement having been removed). On completion of above when vessel was fully loaded the repairs were examined & found perfectly light.

Repairs under 7' castle head. Holes in three buckled beam knees cleaned out & reinserted. Three new bracket plates & lags fitted between plates to attach 7' castle deck stringer plate to shell plating.

The cement on stringer plate at 7' castle head cut away & stringer plate examined, owing to bad leakage, as same is buckled this has now been made light & buried in cement.

The sailors accommodation has now been removed into the starboard side of poop, where suitable fittings, bunks &c have been erected for them.

Permanent repairs are to be carried out at a more convenient time, which arrangement in my opinion merits the favourable consideration of the Committee. Vessel's name has now been changed to CHATHAM

Being to the vessel being urgently required at this time & was either discharging or loading the whole time & the bunkers were partly full nothing could be done towards the special survey now overdue.

J. G. V. any

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.		Length.	Diam.					
						Fathoms.	Ins.			Tons.				Tons.

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

