

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 5. 3. 40 When handed in at Local Office 14. 3. 40 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 13. 2. 40 Last Survey 5. 3. 1940 (No. of Visits 4)

26958 on the ~~Wood Iron or Steel~~

S. S. JERSEY QUEEN.

TONNAGE:-

Built at Burntisland.

By whom Burntisland S.B.C. Ld

When 1936

MONTH.

GROSS 90

UNDER DEK 647

NET 158

Owners British Channel Island Shipping Co. Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to London

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

Cell D Bord Ba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT tons

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

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 108295 Port Lps

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE &amp; DOCKING

Damage stated to have been sustained through being bombed from enemy aircraft near Harbours lightship on 30<sup>th</sup> Jan 1940 whilst on voyage Goole to Jersey.

On examination of vessel in dry dock found

a number of rivets in shell port side distorted

1 frame port side aft fractured

a number of rivets in shell bottom slight weaps

NOW DONE, a number of rivets in shell port side renewed  
fractured frame back bar fitted and fracture E. welded  
a number of rivets set up in shell bottom.

## 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	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks		Ceiling		Coal Bunkers, Openings, Covers, &c.		When fitted, Month	Year
Coamings	Good	Cement or Asphalt		Oil Bunkers		Boats	Good
Beams & Fastenings		Rudder	Good	Scuppers	Good	Masts, Fords, &c.	
Outside Plating	Good	Steering gear and its connections		Cargo Hatchways		Condition, how ascertained	from deck
" " in way of sidelights		Windlass	Good	Hatches		(State if wedges removed)	
Frames	Good	Have pumps been examined and found efficient?		Planking		Equipment letter	h
Reverse Frames		Have Sluice Valves been examined and found efficient?		Caulking		Anchors, No. of	33. 15.
Longitudinals		Have Watertight Doors been examined and found efficient?		Treenails		Cables (State if now ranged)	
Transverses		Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length (on board)	mean diam.
Floors		Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length	size
Keelsons		Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		Chain Locker	
Stringers				" " at other places		Hawsers & Warps	
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Standing and Running Rigging	Good.
Have the Tanks been examined internally?	no			Salting	(State if examined.)	Sails	
Have the Tanks been tested?	yes						

## General 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 this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel in my opinion is eligible to remain as at present classed with fresh record of survey 3. 40

Survey Fee (per Section 20)	£ 4 : 4 : 0	Fees applied for, 14 MAR 1940
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me, M. Henderson & Co. Brown
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute

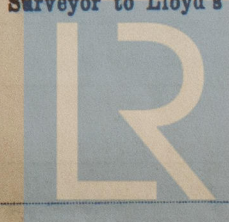
Character Assigned

S 2,40 Cargo bath. not fitted

Pd 3. 40

WED 27 MAR 1940

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation



DOCKING

Repairs now effected.

Rudder lifted and gudgeons rebushed  
and G.M. liner skunks on 5 bottom pinble

ANCHORS.

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

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

N.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.