

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 20.12.40 When handed in at Local Office: 19.12.40

No. in
Reg. Book.

Survey held at BIRKENHEAD

Port of

Date, First Survey

9/12/40

Last Survey

13/12/1940

44454 on the Wood, Iron or Steel

KING ROBERT

(No. of Visits)

TONNAGE:-

GROSS 5886

UNDER DK 5622

NET 265

Built at

HAVERTON HILL ONTIES

By whom

FURNES S. B. CO. LTD

Owners

SCOTTISH S. S. CO. LTD

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

DODD THOMSON & CO. LTD

Port belonging to

LONDON

Surveyed Afloat or in Dry Dock? Afloat Name of Dock BIRKENHEAD

Destined Voyage

Cell DB or DBa

feet; uE&B

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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.

115242

Port Liverpool

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
7' COAT SHEET DECK	7 L.M.C. 5, 36
WITH FREEBOARD 2.40.	B.S. 5. 40.
S.S. SLA NO 3-1, 33.	T.S. C.L. 10, 37.
S.S. CFF NO 1-37	
CARGO BATTENS NOT FITTED IN TWEEEN DECKS.	

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

(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

YES. NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? T. LITTLE & CO.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE.

Stated to have been caused by heavy weather on the 6th December 1940 whilst anchored off the Bar Lightship in the River Mersey. For further particulars please see vessels Log Book.

DAMAGE REPAIRS NON DONE

Planking and Limbs on port lifeboat part renewed. Port forward lifeboat davit renewed. Boat chocks overhauled, and 1 Boat spar renewed. Windlass opened up and overhauled. Minor repairs effected to Rails, Awning spar, Derrick crutches etc.

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

" " in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treennails

Breasthooks & Stimson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length (on board)

" Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

Sails

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 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 so far as now seen is in an efficient condition and eligible in my opinion to remain as classed, without fresh record of survey, subject to indented plating etc (P.S.F.) being dealt with at the owner's convenience, and to 15 fathoms of chain cable being placed on board at the first available opportunity.

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

As now

Subject

Lloyd's Register
Foundation

N987-0097

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.

DAMAGE. CONTD.

Chain cables ranged and flamed.

on examination it was found that the first and second bower anchor and about 130 fathoms of cable were missing. In addition a large number of links in the remaining cable was distorted.

as the vessel was urgently required it was not possible to have the defective cable repaired and retorted at this time.

In these circumstances 225 fathoms of 2 5/16" cable and 2 new Bower anchors were obtained and brought alongside the vessel in a barge.

owing to a mishap however the barge foundered and up till the time of the vessel's departure 210 fathoms of cable and the two bower anchors only had been recovered.

This equipment has been placed on board the vessel, and markings verified with certificates, for particulars please see below.

In the circumstances it is submitted that this equipment might be accepted meantime, but it is recommended that 15 fathoms of cable be placed on board the vessel at the first available opportunity.

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
40241	1st Bower ...	64	1	0	✓			50	12	-	20	63	3	-	✓	SUNDERLAND, 15.10.40
40217	2nd "	64	0	20	✓			50	12	-	20	✓	-	-	✓	W. NORMAN.
	3rd "															SUNDERLAND, 4.10.40
	Collective Weight.															W. NORMAN.
	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 Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
40461	210	2 5/16	96.5	134.15	560-3-14	560-3-14	✓	2 5/16	STUD LINK	✓	10.12.40. CARDIFF. P. BUTLER.
* THIS CERTIFICATE COVERED THE 225 FATHOMS SUPPLIED. THE TOTAL WEIGHT PER CERTIFICATE BEING 600-3-14. THE ABOVE WEIGHT THEREFORE IS APPROXIMATE.											
THE CERTIFICATE HAS BEEN ENDORSED TO COVER THE 210 FMS NOW ON BOARD THE VESSEL.											
Iron Stream Chain or Steel Wire...											

on instruction of the Owners Superintendent the spare bower anchor was removed from the vessel at this time.

S.R. LIST

It was not possible to examine the indented plating etc. (P.S.F.) at this time.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9.

REPORT

Date of writing

No. in Reg. Book.

77454

Tonnage { Gross Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure in Main Boiler

in Donkey Boiler

Last Report

Particulars

(Periodical Survey cause of Repair account of Damages and initial

In damage cases

offered his services

Was a damage

Did the Surveyor

"

If this was not done

And what parts of

Also what special

Surveyor to assist

State latest date

Did the Surveyor

Did the Surveyor

Did the Surveyor

Did the Surveyor

Did the Surveyor

Has the screw shaft

Has shaft now been

Has the shaft now

State date of examination

Engine parts

If so, did the Surveyor

Has the insulation

If the Survey is not

How done

at the

Liverpool

Board

repaired

Wear & tear

skinned

cleaned

patrol

General

(State clearly any

XLHC

vessel,

in, in

Survey Fee (per

Special Damage or

(per

Travelling expense

Committee

Assigned



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Lloyd's Register

Foundation