

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 20.12.40 10.40 When handed in at Local Office: 1940

No. in Reg. Book: 44454 Survey held at: BIRKENHEAD Date, First Survey: 9/12/40 Port of: LIVERPOOL Last Survey: 13/12/1940

on the Wood, Iron or Steel: KING ROBERT
TONNAGE: GROSS 5886, UNDER DK 5602, NET 2615
Built at: HAVERTON-HILL-ON-TEES By whom: FURNESS S. B. CO. LTD
Owners: SCOTTISH S. S. CO. LTD
Managers: DODD THOMSON & CO. LTD
When: 1920 MONTH 11
Owners' Address: (if not already recorded in Appendix to Register Book)
Port belonging to: LONDON

Surveyed/Afloat or in Dry Dock? Afloat Name of Dock: BIRKENHEAD Destined Voyage: ✓
Cell/D or D/Ba: feet; uE&B: feet; f: feet
total capacity: tons. FPT: tons; APT: tons; MT: feet tons.

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

Last Report, No. 115242 Port Liverpool

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

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 SHELTER DECK	T.L.M.C. 5, 36
WITH FREEBOARD 2, 40.	B.S. 5, 40.
S.S. SLD NO 3 - 1, 33.	T.S. CL 10, 37.
S.S. CFF NO 1 - 37	
CARGO BATTENS NOT FITTED IN TWEEEN DECKS.	

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 vessel's Log Book.

DAMAGE REPAIRS NON DONE
Planking and Limbs on port lifeboat part renewed.
Port forward lifeboat deck 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:—	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	Bulkheads
Caulking of Decks	Ceiling
Coamings	Cement or Asphalt
Beams & Fastenings	Rudder
Outside Plating	Steering gear and its connections
" " in way of sidelights	Windlass
Frames	Have pumps been examined and found efficient?
Reverse Frames	Have Sluice Valves been examined and found efficient?
Longitudinals	Have Watertight Doors been examined and found efficient?
Transverses	Have Ventilators and their Coamings been examined and found efficient?
Floors	Air and Sounding Pipes
Keelsons	Doubling Plates under Sounding Pipes
Stringers	
Inner Bottom Plating	
Have the Tanks been examined internally?	
Have the Tanks been tested?	
Engine Room Skylights	
Coal Bunkers, Openings, Covers, &c.	
Oil Bunkers	
Scuppers	
Cargo Hatchways	
Hatches	
Planking	
Caulking	
Treenails	
Breasthooks & Stimson	
Transoms, Pointers & Crutches	
Timbers of Frame at openings	
" " at other places	
Stringers, Clamps & Shelves	
Salting	
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) mean diam.	
" Rule length size	
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)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 5 5 0	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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

Was a damage

Did the Surveyor

"

If this was not done

And what parts of

Also what special Surveyor to ass

State latest date

Did the Surveyor

Has the screw shaft

Has shaft now been

Has the shaft now

State date of exam

Engine part

If so, did the Survey

Has the insulation

If the Survey is not

How done

at the

Liverpool

Board

repaired

Wear & C

skinned

cleaned

patrol

General C

(State clearly any al

vessel,

in his

Survey Fee (per Se

Special Damage or

Travelling expense

Committee

Assigned

DAMAGE. CONTD

Chain cables ranged and examined. on examination it was found that the first and second bower anchors 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.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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.

* 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.

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.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If so, is the report sent now, or when will it be sent.



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