

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24/11/39 When handed in at Local Office 24/11/39 Port of MANCHESTER

No. in Survey held at MANCHESTER Date, First Survey Nov. 1938 Last Survey Nov. 23rd 1939
g. Book. (No. of Visits 5)

9058 on the Wood, Iron or Steel S.S. MANCHESTER REGIMENT. YEAR. MONTH.

TONNAGE:- Built at Heston Hill in Tees. By whom Furness S. B. G. LD. When 1922 3

GROSS 5989 Owners Manchester Liners LD. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 5183 Managers Port belonging to Manchester

NET 3199. Surveyed Afloat or in Dry Dock? Afloat. Name of Dock No. 7 & 9 docks Manchester. Destined Voyage

Cell/Dor/Dk/Ba feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

otal capacity tons. FPT tons; APT tons; MT 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. 9608 Port Mch.

Periodical Surveys, when held, must be reported in detail and serialism in the terms of the Rules and items remaining to complete the Survey should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examination 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Interim Certificate

Has done: Vessel examined afloat on account of stated striking submerged object when leaving Halifax for Manchester on Oct 25th 1939. (For further particulars see official log books). At the request of the owners, after discharge of cargo No 2 & 3 double bottom tanks were examined internally, but no evidence of damage was found. Soundings were taken of double bottom tanks & bilges & no evidence of leakage found. Copy of the interim certificate issued is attached herewith.

Work & repairs: Some 7 defective rivets in tank end between No 2 & 3 tanks removed & defective caulking in way made good.

S.R.L. Nothing done at this time.

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

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 good & efficient condition & eligible in my opinion to remain as now classed in the Register Book without fresh record of Survey subject to the bottom being specially examined at the next drydocking, to the interior shell plating (p.s.) forward & abreast foremast (p.s.) being dealt with at the owner's convenience, to the side part of the stern frame (EW 14,39) being specially examined at the next drydocking.

Survey Fee (per Section 20) £ 5 : 5 : 0 Fees applied for, H.S.N. 24/11/39

Special Damage Report Fee (if any) £ 5 : 5 : 0 Received by me, 19

Travelling Expenses (if chargeable) £ X

Second Surveyor's Fee (if any) £

Committee's Minute TUE 12 DEC 1939

Character Assigned Deferred for dry dock 11.39

Surveyor to Lloyd's Register of Shipping.

Harry S. Newton & Knowles

Surveyor to Lloyd's Register of Shipping.

Surveyor to Lloyd's Register of Shipping.