

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 6 MAR. 1950. When handed in at Local Office... 6 MAR. 1950. Port of SOUTHAMPTON.
 No. in Reg. Book. Survey held at Southampton. Date, First Survey 15 FEB. Last Survey 24 FEB. 1950.
 on the ~~Wood, Iron or Steel~~ Twin Sc.I.S. "ISLE OF GUERNSEY" (No. of Visits... 2)

TONNAGE :- Built at Dumbarton. By whom W. Denny & Bros Ltd. When 1930.
 GROSS 2152 Owners British Transport Commission Owners' Address _____
 UNDER DK. 1124 Managers _____
 NET 834 Port belonging to Southampton

Surveyed Afloat or in Dry Dock? DD. Name of Dock No. 3 DD. Destined Voyage English Channel Service.
 Cell D Bor D Ba _____ feet; uE & B _____ feet; f _____ feet
 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. _____ Port _____

(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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING.
NOV DONE! Vessel placed in drydock, bottom and rudder cleaned examined, found or placed in good condition and recoated.
 Decks, casings, coamings, hatchways, hatches, covers and fastenings, ventilators and coamings, watertight doors, steering gear and its connections, windlass, anchors, cables, (ranged) general equipment etc., examined and found in an efficient condition.
WEAR & TEAR REPAIRS of a minor nature effected.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>Good</u>		<u>Pt. exam. Good.</u>		<u>Good</u>		(State if on Felt)	When fitted, Month Year
Caulking of Decks <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			
Coamings <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			
Beams & Fastenings <u>Pt. exam. Good.</u>		<u>Good</u>		<u>Good</u>			Boats <u>Good.</u>
Outside Plating <u>Pt. exam. Good.</u>		<u>-do-</u>		<u>-do-</u>			Masts, Yards, &c. <u>-do-</u>
" in way of sidelights <u>Good.</u>		<u>-do-</u>		<u>-do-</u>			Condition, how ascertained <u>from dk.</u>
Frames <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			(State if wedges removed.)
Reverse Frames <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			Equipment letter <u>8 1/2 (red)</u>
Longitudinals <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			Anchors, No. of <u>2B+1s.</u>
Transverses <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			Cables (State if now ranged) <u>Yes-Good.</u>
Floors <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			" length <u>240f</u> mean diam. <u>1 1/16</u>
Keelsons <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			(on board.)
Stringers <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			" Rule length <u>240f</u> size <u>1 3/4</u>
Inner Bottom Plating <u>-do-</u>		<u>-do-</u>		<u>-do-</u>			Chain Locker <u>-do-</u>
Have the Tanks been examined internally? <u>NO</u>		<u>NO</u>		<u>NO</u>			Hawsers & Warps <u>Sufficient</u>
Have the Tanks been tested? <u>NO</u>		<u>NO</u>		<u>NO</u>			Standing and Running Rigging <u>Efficient</u>
		<u>NO</u>		<u>NO</u>			Sails <u>-do-</u>

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 a good and efficient condition and eligible in my opinion as classed as previously recommended and to have a record of Survey 2,50.

Survey Fee (per Section 29)	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	19
Travelling Expenses (if chargeable)	19
Second Surveyor's Fee (if any)	

Committee's Minute _____
 Character Assigned 2,50 Aw
 Note M. S. 2.50 BS 2.50
 Write Sm

Geo Smart
 Surveyor to Lloyd's Register of Shipping.
 Assign full class. All with ftd for Channel Service South, West & South East of St. Britain limiting ports for the vessel. Oban & Glasgow LMC 1.49 written fitted for oil fuel re classed 2.49

Handwritten notes:
 20255
 1950

Handwritten notes:
 For English Channel service, South West of South East of Great Britain limiting ports Northwards Oban & Glasgow painted on Ship and now verified

8229-288209-918290

is certificate required? No, to be sent to