

Rpt. 8.

(Received at London Office)

18 FEB 1935

No. 15342

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Feb 15/35* 1935, When handed in at Local Office *16.2.1935* Port of *Middlesbrough*No. in
Reg. Book.Survey held at *South Bank Middlesbrough* Date, First Survey *27 Dec/34* Last Survey *18 Jan 1935**80944* on the Wood, Iron or Steel*1/2 "NATHURA"*

TONNAGE

Built at *Glasgow*By whom *S. Connell & Co*When *1920* - *12*GROSS *8889.86*

Owners

His Jno. Brockbank & Co

Owners' Address

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

UNDER DECK *8359.05*

Managers

Port belonging to *Liverpool*NET *5480.10*Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Smiths Dock Co* Destined VoyageWB=CellDBorDBa *416.5* feet; uE&B *111* feet; f *156* feet
total capacity *1893* tons. FPT *111* tons; APT *94* tons; MT *156* tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *2141* Port *Port Ad.*

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boile Surveys (including date of N.B., if any).
<i>100. A.1. 1.34.</i>		<i>L.M.C.</i>
<i>5.5.4. 1.3.4.33.</i>		<i>NE 5.28</i>
		<i>MS 3.32.</i>
		<i>B.S. 1/33.</i>
		<i>T.S. 11.34.</i>
		<i>Fitted for oil fuel</i>
		<i>12.20.F.P. about 150F.</i>

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 *8* ft. *2 3/4* ins.

Services offered but not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Alterations and damage stated to have been*

caused by collision with the Y. British Insular on Port Said on the 17th Nov. 1934.

Observations. Vessel placed in dry dock bottom and rudder cleaned, sealed up to light line and recoated. Decks, hatchways etc examined found satisfactory. Rudder unsnipped and stream line plates welded on both sides. Stream line plates fitted on rudder post of the stern frame and electrically welded, rudder unsnipped, tried and found satisfactory (Plan attached). Side houses on upper deck aft removed and new bulwark rail bars & bulwark stays fitted. The ventilator coaming in the house removed and new coaming 8'9" x 24" x 40" fitted and efficiently stayed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<i>1 P.</i>	<i>1 P.</i>			<i>1 P.</i>		<i>2 P.</i>	<i>and as stated.</i>
Removed and Faired or Repaired		<i>2.</i>						
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <i>Good</i>	State if Tanks have been examined inside <i>Yes</i>	Dblg. Plates under Sounding Pipes <i>Good</i>	Copper or Y.M. of Wood Vessels (state if on rect.)
Caulking of Decks <i>Good</i>	State if Tanks now tested <i>Yes</i>	Engine Room Skylights <i>Good</i>	When put on, Month Year
Coamings <i>in way of aft food</i>	Bulkheads <i>Good</i>	Coal Bunkers, Open'gs, Lids, &c. <i>-</i>	Boats <i>Good</i>
Beams & Fastenings <i>in way of aft food</i>	Ceiling <i>Good</i>	Scuppers <i>-</i>	Masts, Yards, &c. <i>-</i>
Outside Plating <i>Good</i>	Cement or Asphalt (state which.) <i>Good</i>	Cargo Hatchways <i>-</i>	Condition, how ascertained <i>from deck</i>
Breasthooks <i>-</i>	Rudder <i>Good</i>	Hatches <i>-</i>	(State if wedges removed) <i>-</i>
Transoms <i>-</i>	Steering gear and its connections <i>-</i>	Blanking of Wood Vessels <i>-</i>	Sails <i>-</i>
Frames <i>in way of aft food</i>	Windlass <i>-</i>	Caulking ditto <i>-</i>	Equipment letter <i>9+</i>
Reverse Frames <i>-</i>	Have Pumps now been examined and found efficient? <i>-</i>	Treenails ditto <i>-</i>	Anchors, No. of <i>3 B. 18. 1R.</i>
Longitudinals <i>-</i>	Have Sluice Valves now been examined and found efficient? <i>-</i>	Breasthooks & Stems ditto <i>-</i>	Cables (State if now ranged) <i>-</i>
Transverses <i>-</i>	Have Watertight Doors now been examined and found efficient? <i>-</i>	Transoms, Pointers, & Crutches ditto <i>-</i>	" length (on board) size <i>-</i>
Floors <i>in way of aft food</i>	Have Ventilators and their Coamings been examined and found efficient? <i>Yes</i>	Timbers of Frame at openings ditto <i>-</i>	" Rule length size <i>-</i>
Keelsons <i>-</i>		Ditto Ditto at other places ditto <i>-</i>	Hawser & Warps <i>Good</i>
Stringers <i>Good</i>		Stringers, Clamps & Shelves ditto <i>-</i>	Standing and Running Rigging <i>Good</i>
Inner Bottom Plating <i>in way of aft food</i>		Salting (State if examined.) ditto <i>-</i>	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of Survey MDS 2.35. The record M.T. 35.0 1490t in the register book should now be deleted and the notation Cell D.B. added to 416.5 1893t. The dimensions and tonnage are now as shown on back of report.

Survey Fee (per Section 29)	£ 75 : 0 : 0	Fees applied for	£ 15 : 0 : 0
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 5 : 0 : 0	Received by me	£ 25 : 0 : 0
Travelling Expenses (if chargeable)	£ 20 : 0 : 0		£ 25 : 0 : 0
Second Surveyor's Fee (if any)	£		£ 295 : 0 : 0

Committee's Minute

TUE 5 MAR 1935

Character Assigned

1000A

Without

Spl. Cond.

Fitt. for oil fuel

M.T. 2.35

Surveyor to Lloyd's Register of Shipping.

Curt B. Seamer

2020

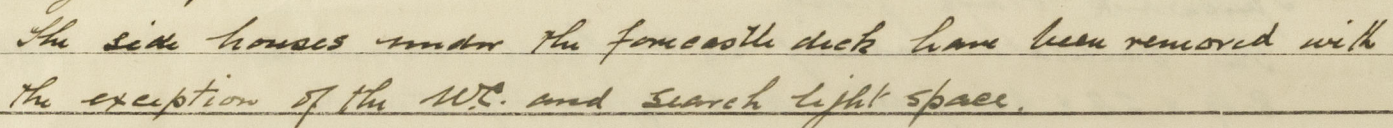
Lloyd's Register

Foundation

003311-003320-005112

Is Certificate required? If so, to be sent to

The frames in the bridge in the portion now made open made watertight by fitting plates electrically welded to the tie back bar, shell plates and frames.



When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchor.*	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.			
	1st Bower ..															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

[illegible]

Iron Stream Chain
or Steel Wire...

Registered dimensions 480.5 x 63.9 x 35.6 Length of bridge deck 185'5"
Moulded depth 38'-4 1/2" Truckload 8.4 3/4 draft 30'2 1/4"
Truckload verified.

Repairs tested with water from a hose on completion found tight.

C.B. 5c over