

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23. 9. 53 When handed in at Local Office 25 SEP 1953 Port of London
 No. in Reg. Book 23780 Survey held at DOVER, Tilbury Roads Date, First Survey 13. 6. 53 Last Survey 16. 9. 1953
 on the Wood Iron Steel PROSPECTOR (No. of Visits 21)

TONNAGE: — Built at Port Glasgow By whom Lithgows Ltd. When 1944 YEAR. MONTH. 1
 GROSS 6165 Owners Charente S.S. Co. Ltd. Owners' Address --
 UNDER DK 5546 Managers T. & J. Harrison Ltd. (If not already recorded in Appendix to Register Book)
 NET 3625 Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Bolt Name of Dock Tilbury & L.G. Rd. Destined Voyage
 Cell/D/Bor/D/BA feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 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. 127784 Port hon.

CHARACTER for Special Survey.	Machinery and Boiler Surveys (Including date of N.B., if any).
Date of last Survey and of Periodical Surveys.	
*100A1	11.52 *IMC
ss Gls	11.52 BS 4.52
	MS 11.52
	TS (CL) 4.50
Fitted for oil fuel 6,50	
F.P. above 150 F	
Society's Freeboard (if assigned) as painted on Ship and now verified	

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.

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 - Owners Supt. - not reqd. Was a damage report made by anyone else? if so, by whom? Vanderwilt's Swaga

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage alleged to have been sustained thro' collision with "CHUSAN" on 12.6.53 near Dover.

Found. Starboard Side Forward Forecastle side plating & framing, deck plating & beams buckled and torn. Forecastle front bulkhead torn. Upper Deck plating and beams in way torn. 2nd Deck plating torn. Side shell plating.

how done Temporary repairs effected by steel plate patch and suitable stiffening to enable vessel to proceed from Dover to London for

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	14x11" 9" x 11"				30 ft		942 ft	
Removed and Faired or Repaired								See report
Faired or Repaired in place		1			1			

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Keel	Good	Good	Good	(State if on Felt.)	When fitted, Month
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	✓	✓	✓
Coamings	"	Cement or Asphalt	"	Oil Bunkers	✓	✓	✓
Beams & Fastenings	Keel	Rudder	Good	Scuppers	✓	✓	Boats
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	Good	✓	Masts, Yards, &c.
" " in way of sidelights	"	Windlass	"	Hatches	"	✓	Condition, how ascertained
Frames	Keel	Have pumps been examined and found efficient?	no	Planking	✓	✓	(State if wedges removed.)
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	✓	Equipment letter
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	no	Treenails	✓	✓	Anchors, No. of
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	no	Breasthooks & Stemson	✓	✓	Cables (State if now ranged)
Floors	Keel	Air and Sounding Pipes	no	Transoms, Pointers & Crutches	✓	✓	" length
Keelsons	"	Have the Tanks been examined internally?	See R/R	Timbers of Frame at openings	✓	✓	" (on board)
Stringers	"	Have the Tanks been tested?	See R/R	" " at other places	✓	✓	Rule length
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	Good	Stringers, Clamps & Shelves	✓	✓	Chain Locker
Stringers, Clamps & Shelves	"			Salting	✓	✓	Hawsers & Warps
Salting	"				State if examined	✓	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 is eligible to remain as classed with record of decking 8.53

Survey Fee (per Section 23) £ : : Fees applied for, 25 SEP 1953
 Special Damage or Repair Fee (if any) (per Sec. 23) £ 52 : 10 : 0 Received by me, L. Lloyd Roberts & Co. S. Greenhalgh
 Travelling Expenses (if chargeable) £ 7 : 5 : 4
S.A. FEES 13/6 + 20/6 (Adv) 4 : 4 : 0
 Second Surveyor's Fee (if any) (£c.c.) 6 : 6 : 0
 MONDAY 12 OCT 1953

Committee's Minute
 Character Assigned See minute
 Lloyd's Register Foundation

permanent repairs.

On arrival in London vessel drydocked at Tilbury for further examination and preparation of Specification for permanent repairs. Subsequently vessel undocked from Tilbury and redocked in London Graving Dock, W. India Dock for permanent repairs as follows.

Docking

Vessel placed in Drydock, bottom, stemframe & rudder cleared, examined, found or placed in order & subsequently recoated. Undocked 8.53. Weather decks, casings, latches, ventilators & scammings steering gear & windlass examined & found or made good.

Damage Repairs.

Shell plating Starboard Side forward. Shell plates renewed F.3 (lengthened), F.2 (part renewed), G.2, H.2, H.3, J.2, J.3, K.2, K.3, L.2, L.3, M.2, M.3

Deck plates Forecastle Deck 5 in ho. plates, Upper Deck 3 in plates and 1 Hatch End Doubling at Fore end of No 1 hatch all Deck 1 renewed & 2 cropped & part renewed in Tween Deck

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 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, Where and when tested and Superintendent.

Frames in Forecastle & below Upper Deck No 168-177 renewed 178 & 179 renewed, 180-183 cropped & part renewed, 184 fixed in place. Frames in No 1 Hold & Tween Decks No 170-174 renewed. Beams Forecastle Deck 17 in No 1 cropped & part renewed & 1 fixed in place. Upper Deck 11 in No 1 cropped & part renewed. Tween Deck 5 in No 1 cropped & part renewed & 1 fixed in place. Other Repairs Plated Wing plate of Collision Bulkhead cropped and part renewed. Starboard Forecastle Front and Alleyway Bulkheads renewed See Cont. Sheet

"PROSPECTOR." Damage Repairs contd.

Horizontal margin plate & frame foot brackets in No 1 hold stabled removed & replaced for renewal of planes. 3 Intercoastals in No 1 DB removed & replaced for access. Intercoastal Girders under Upper & Main Deck at F.E. of No 1 Hold & Tween Decks & below Forecastle Deck released, fixed or repaired as necessary & refitted. Starboard Bulwarks part renewed. Horizontal bracket at Fore part renewed. Shell Stringer Bars at Upper, Tween & Forecastle Decks part renewed. Collision Bulkhead & No 1/2 Hold Bulkhead caulking & riveting overhauled. Windlass seating bed (wood) renewed. Sundry deck fittings renewed. No 1 & 2 DB Tanks & Fore Peak Tank tested & all shell & deck repairs here tested on completion with satisfactory results.

Other Repairs

Damage cause not stated

G.1 Post renewed.

Wear & tear minor repairs effected

