

Date of writing Report 19th May 1939 When handed in at Local Office 19th May 1939 Port of Harve

No. in Reg. Book. *9* Survey held at *Harve* Date, First Survey *10th May* Last Survey *13th May 1939*
(No. of Visits *3*)

on the Wood, Iron or Steel Sec. No. "COTENTIN" YEAR. MONTH.

TONNAGE:— Built at Newcastle By whom Hawthorn Leslie & Co. Ltd. When 1934
GROSS 250

OWNERS *Soc. Cherbourgeoise* OWNERS' ADDRESS
 UNDER DE. *193* *de Cabotage* (if not already recorded in Appendix to Register Book).
 MANAGERS Port belonging to *Cherbourg*

NET	Managers	1976 Salvaging Co.	
<i>117</i>			<i>2</i>
Survived After in Dry Dock?	<i>Yes</i>	Name of Dock	<i>Dry dock</i>
		Destined Voyage	<i>Cherbourg</i>

<i>Caridean</i>	<i>Ampelisca</i>	<i>Squilla</i>	<i>Libinia</i>	<i>Decapoda</i>	<i>Polydora</i>
Cell DBorDBa	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. All alterations in the existing records should be underlined.	
CHARACTER. <input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of	Machinery and Boiler Surveys (including date of N.B. in any).

Last Report No. 7973		Port	HAV
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(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Docking & Bottom Damage.*

Vessel placed in dry dock. Bottom. Stern frame & Rudder cleaned examined

& recoated. Steering gear. Windlass, & equipment generally examined & found satisfactory.

Special Reasons List: Nothing was done at this time regarding Repairs to Bottom

placing. P⁺ side & to keel plate, mentioned in Harris Report n° 7973.

The riveting & Cambering of these plates have been specially examined.

Now Done for Damage (Date & Cause stated unknown). S^d Bilge keel removed

Pair is replaced. Shell attachment angle reviewed. On completion of Refrains. D.B to

tested. Satisfactory. Copy of Hull Int. Certificate attached hereto.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								Starboard Bilge Keel. O.F.R.

[illegible]

PRESENT CONDITION OF THE

ks	<i>good</i>	Bulkheads	Engine Room Skylights	<i>good</i>	Copper, or Y.M.
King of Decks		Ceiling	Coal Bunkers, Openings, Covers, &c.		(state if on Felt.)
					When fitted, Month
					Year

ings	Cement or Asphalt	Oil Bunkers	Boats
ms & Fastenings	Rudder	Scuppers	

Side Plating	<i>good</i>	Steering gear and its connections	"	Cargo Hatchways	<i>good</i>	Masts, Yards, &c.	"
" in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	<i>from deck</i>
						(State, if necessary, remarks)	<i>Na</i>

Has	Have pumps been examined and found efficient?	Planting	Equipment letter
Base Frames			Anchors, No. of
			23. 14. 15.

Studinals.....	Have Sluice Valves been examined and found efficient?	Caulking.....	Cables (State if now ranged).....
Reverses.....		Treenails.....	

Have Watertight Doors been examined and found	Breasthooks & Stemon	length	mean diam.
efficient?	Transoms, Pointers & Crutches	(on board)	size
		Rule length	Complete

gers.....	Have Ventilators and their Coamings been examined	Timbers of Frame at openings.....	Chain Locker.....
Bottom Plating.....	and found efficient? <u>Good</u>	" " at other places	Hawsers & Warps..... <u>Good</u>

the Tanks been examined internally ?	Air and Sounding Pipes	Stringers, Clamps & Shelves	Standing and Running Rigging
the Tanks been tested ? <i>Yes. 2. 1 tank</i>	Double Plates under Sounding Pipes	Sarking (State if examined.)	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 in my opinion to remain as Classed and to have fresh

Record of Survey 5-39 subject to permanent Repairs being Carried out

to Bottom plating Port Side aft, at Owners Convenience, as previously

Recommended.

Fee (per Section 29) £ 1 : FRCS Fees applied for, _____

Damage or Repair Fee (if any).....£
per Sec. 20) *£124.50*

Travelling Expenses (if chargeable) 2 : 25-

Second Surveyor's Fee (if any) 2 : ✓ : m: 385-
FRI 2 JUN 1939
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned
S/N 15-29 100W1 English
Loudly ll R. 4 cc

007714-007721-0247