

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th August 1941 When handed in at Local Office 11th August 1941 Port of NEWCASTLE-on-TYNE
No. in Reg. Book 18761 Survey held at Felling - Tyne Date, First Survey 29th July, 1941 Last Survey 31st July 1941
on the Wood, Iron or Steel SC. "AFON TONY" (No. of Visits TWO.)

TONNAGE:— Built at Southampton By whom Dibles (1918) Ltd. When 1919 MONTH 12
GROSS 684 Owners Afn Shedi S.S. Co. Ltd. Owners' Address
UNDER DEK. 478 Managers W. bombs and Sons (if not already recorded in Appendix to Register Book).
NET 336 Port belonging to LLANELLY

Surveyed Afloat or in Dry Dock? Shipway. Name of Dock Mitchell's Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 98835. Port Nw c.

(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

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION.

Search placed on shipway, the bottom and rudder cleaned, examined, found as placed in good condition and thereafter recoated. Rudder lifted.

Exposed decks, casings, fidley, hatchways, etc., ventilators, windlass, steering gear and general equipment examined generally and found as placed in good condition. No. 1 and 2 holds examined generally, bunkers (part full of coal) examined as far as practicable, and aft end of No. 2 D.B. tank examined internally port and starboard.

NEAR AND TEAR REPAIRS, NOW DONE. 3 rivets in plate keel forward electrically welded; 7 rivets in port side bilge stroke of shell renewed; decks and missing rivets in bilge keel port and starboard renewed; 1 rudder finette renewed, 4 bushes renewed and 3 finettes repaired; 2 bulwark stays on starboard side abreast fidley renewed and fidley and bunker casing part doubled. Several small repairs effected. [SEE OVER.]

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

Decks	Where examined, good.	Bulkheads	Where examined, efficient.	Engine Room Skylights	Good.	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	Where examined, good.	Ceiling	Where examined, efficient.	Coal Bunkers, Openings, Covers, &c.	Where examined, efficient.	When fitted, Month	Year
Coamings	Good.	Cement or Asphalt		Oil Bunkers		Boats	Good.
Beams & Fastenings	Where examined, efficient.	Rudder	Good.	Scuppers		Masts, Yards, &c.	Good.
Outside Plating	Efficient.	Steering gear and its connections	Good.	Cargo Hatchways	Where examined, good.	Condition, how ascertained	From deck.
" " in way of sidelights		Windlass	Good.	Hatches	Where examined, good.	(State if wedges removed)	
Frames	Where examined, efficient.	Have pumps been examined and found efficient?		Planking		Equipment letter	
Reverse Frames		Have Sluice Valves been examined and found efficient?		Caulking		Anchors, No. of	38. 15. 1 K.
Longitudinals		Have Watertight Doors been examined and found efficient?		Treenails		Cables (State if now ranged)	NO.
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson		" length (on board)	State
Floors	Where examined, efficient.	Air and Sounding Pipes		Transoms, Pointers & Crutches		" Rule length	Complete
Keelsons		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		Chain Locker	
Stringers				" " at other places		Hawsers & Warps	Sufficient.
Inner Bottom Plating				Stringers, Clamps & Shelves		Standing and Running Rigging	Good.
Have the Tanks been examined internally?	NO.			Salting	(State if examined.)	Sails	
Have the Tanks been tested?	NO.						

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, as now seen, is in an efficient condition and eligible, in my opinion, to remain as classed and to have fresh record of docking 7, 41 subject to indented bow plating, port side, and bottom plating aft and floors in after end of No. 2 D.B. tank being dealt with at first convenient opportunity.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Estimated fee £22.0

Second Surveyor's Fee (if any) £

LICENCE CASE

Committee's Minute

Character Assigned

Fees applied for,

19.

Received by me,

19.

High L. Walker.

Surveyor to Lloyd's Register of Shipping.

FRI. 5 SEP 1941

1000/1

Cargo tanks not fitted

(Deferred)

Lloyd's Register Foundation

W1-0024

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

WOT NOBA 50

time.

ALP.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Tests

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

4.