

and a List of
EIGH

Rpt. 8.

(Received at London Office

MAY 16 1938

No. 32380

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

When handed in at Local Office

14 MAY 1938

Port of Sunderland

No. in
Reg. Book.

Survey held at Sunderland

Date, First Survey

May 2

Last Survey

May 6

1938

27659 on the Wood, Iron or Steel

COLUMLEIGH

(No. of Visits)

4

TONNAGE:-

GROSS 5445

UNDER DE. 4987

NET 3202

Built at Sunderland

By whom W. Pickersgill & Sons Ltd

YEAR.

MONTH.

1938

Owners

Owners' Address

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

Managers

Port belonging to

London

Surveyed ~~At~~ or in Dry Dock? Yes

Name of Dock Greenwell's

Destined Voyage

WB=CellDBorDBa

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)

CHARACTER.

* for Special Survey.

Date of last Survey and of
Periodical Surveys.

Assigned

new

expired.

Machinery and Boiler

Surveys

(including date of N.B., if any).

+ 100 A1

(Class contemplated)

Last Report, No.

Port

(Periodical Surveys, when held, must be reported in detail and serially 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 Yes, but required.

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? Underwriters Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage (see Hartlepool Rpt 17784)

stated to have been sustained by (1) vessel being struck by the "Beva" on Dec 21st 1937, whilst lying at Middleton Shipyard Wharf, West Hartlepool, (2) vessel striking cement quay at West Hartlepool on January 14th 1938, (3) vessel striking quay at Richardson Westgarth's, West Hartlepool, (4) vessel being struck by the "Flashlight" at Greenwell's Quay, Sunderland on April 29, 1938.

how done:- vessel placed in drydock, bottom & rudder cleaned examined & coated. Fore peak tank tested upon completion of repairs.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

Renewed

6

4

✓

✓

✓

✓

✓

See Rpt.

Removed and Faird or Repaired

4

2

✓

✓

✓

✓

✓

See Rpt.

Faird or Repaired in place

4

4

✓

✓

✓

✓

✓

See Rpt.

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt).
Coamings	Bulkheads	Engine Room Skylights	When put on, Month Year
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Outside Plating	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
" " in way of sidelights	(State which.)	Scuppers	Condition, how ascertained
Breasthooks	Rudder	Cargo Hatchways	(State if wedges removed)
Transoms	Steering gear and its connections	Hatches	Sails
Frames	Windlass	Planking of Wood Vessels	Equipment letter
Reverse Frames	Have pumps now been examined and found efficient?	Caulking ditto	Anchors, No. of
Longitudinals	Have Sluice Valves now been examined and found efficient?	Treenails ditto	Chain Locker
Transverses	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stems ditto	Cables (State if now ranged)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches ditto	" length mean diamr.
Keelsons		Timbers of Frame at openings ditto	(on board)
Stringers		Ditto Ditto at other places ditto	" Rule length size
Inner Bottom Plating		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting ditto	Standing and Running Rigging
		(State if examined.)	

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 ptd24, &c."

This vessel is in an efficient condition and
eligible in my opinion for the class contemplated

Survey Fee (per Section 20) £ :
Special Damage or Repair Fee (if any) £ 10 : 10 0
(per Sec. 20)
Travelling Expenses (if chargeable) £ :
Second Surveyor's Fee (if any) £ :

Fees applied for,

14 MAY 1938

Received by me,

11.6.1938

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 20 MAY 1938

Character Assigned See F. E. report



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Lloyd's Register

W1163.0112 1/2

As Certificate required? If so, to be sent to

"Chilton Leigh"

Repairs now done due to damage:-

① Port Side Forward. Five shell plates renewed (T2, J3, H2, G2, G3.) One shell plate (F2) removed, fairied, & refitted. One shell (H3) fairied in place.

Three channel frames renewed in No 1 hold. Three beam knees and four tankside brackets removed & refitted in way of same. Two channel frames fairied in place.

Upper Fore Peak. One bull angle frame crossed and partly renewed. One bull angle frame fairied in place. One bracket knee removed, fairied & refitted.

Fore Peak Tank One bull angle frame renewed. Upper stringer plate & tank top shell bar fairied in place. Lower stringer plate partly removed for access & refitted also several shell & bulkhead lugs. 1 back bar fitted to beam in way of lower stringer port & starboard. Two beam knees and one intercostal removed & refitted for access.

② Port Side One shell plate (G14) removed, fairied and refitted. Two adjacent shell plates fairied in place. One main frame removed, fairied, & refitted. One main frame crossed & partly removed, fairied & refitted. Two tankside brackets and two beam knees removed & refitted for access.

③ Starboard Side One shell plate (G15) removed, fairied and refitted.

④ Starboard Side One shell plate (G11) renewed. One shell plate (F11) removed, fairied & refitted. One shell plate (E10) also one frame, and one length of bilge keel all fairied in place.

(Shell plates numbered from forward and starboard stake letters "A" stake)

For Rennie



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Lloyd's Register

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