

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 17<sup>th</sup> AUGUST 1942. When handed in at Local Office 10

Port of LONDON

No. in Survey held at LONDON.

Date, First Survey 22<sup>nd</sup> JULY 1942 Last Survey 16<sup>th</sup> AUGUST 194271564 on the ~~Wood~~ Iron or Steel S.S. "CHULMLEIGH"

TONNAGE: Built at SUNDERLAND.

By whom W. PICKERSGILL &amp; SONS LTD When 1938

GROSS 5445

UNDER DEK 4987

NET 3202

Owners ATLANTIC SHIPPING &amp; TRADING CO LTD

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

Managers W. J. TATE LTD

Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock MILLWALL

Destined Voyage

Cell D B D Ba feet; u E & B feet; f  
total capacity tons. FPT tons, APT tons; MT feet tons.

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

Last Report, No. 41742 Port of LONDON

(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 YES TO OWNERS

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

CHARACTER	Machinery and Boiler
For Special Survey	See 11
Date of last Survey and of Periodical Surveys	(Including date of N.B., if any)
1100 A1 WITH FREEBOARD	11 M.C. 5, 38.
8, 41.	(T.S.) C.L. 7, 41.
Tonnage Opening Closed	
41 (W.E.)	

Society's Freeboard (if assigned) as painted on Ship and now verified 11 3 3/4 ins.

SUPERINTENDENT. COPY HEREWITH.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE I stated to be due to ice in the Archangel River between the 9<sup>th</sup> & 23<sup>rd</sup> DECEMBER 1941. DAMAGE II stated to be due to low temperatures experienced in the Archangel River during the winter 1941-1942. DAMAGE III stated to have been caused by grounding in the Archangel River on the 17<sup>th</sup> MAY 1942 and the 3<sup>rd</sup> JUNE 1942. DAMAGE IV stated to have been caused by collision with the S.S. "EMPIRE METEOR" in the Archangel River on the 6<sup>th</sup> MAY 1942. ANNUAL FREEBOARD SURVEY & ALTERATIONS.

NOW DONE: Vessel placed in dry dock. Bottom and rudder cleaned examined and re-coated, rudder lifted, cables ranged. Examined decks, fore-castle space, fore peak, chain locker, all cargo holds and tween deck spaces, tween deck bunker spaces, poop crew spaces, engine room, boiler room, Hatchways, hatches, tarpaulins, cleats and battening down arrangements, ventilators, air pipes and means of closing same, sounding pipes, scuppers and sanitary discharge pipes and valves. Examined deck houses, companionway openings thereon and means of closing same, skylights, fiddley openings

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								SEE REPORT.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	PART EXAMINED GOOD.	Bulkheads	PART EXAMINED GOOD.	Engine Room Skylights	GOOD.	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	GOOD.	Ceiling	do	Coal Bunkers, Openings, Covers, &c.	GOOD.	When fitted	Month Year
Coamings	GOOD.	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	GOOD.
Beams & Fastenings	PART EXAMINED GOOD.	Rudder	GOOD.	Scuppers	GOOD.	Masts, Yards, &c.	GOOD.
Outside Plating	GOOD.	Steering gear and its connections	GOOD.	Cargo Hatchways	GOOD.	Condition, how ascertained	FROM DECK.
" " in way of sidelights	✓	Windlass	GOOD.	Hatches	GOOD.	(State if wedges removed.)	
Frames	PART EXAMINED GOOD.	Have pumps been examined and found efficient?	✓	Planking	✓	Equipment letter	Q.T.
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	3 BOWEN, 1 STREAM.
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Cables (State if now ranged)	YES.
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	YES GOOD.	Breasthooks & Stemson	✓	" length	270 FATH. mean diamr. 2 5/16
Floors	✓	Air and Sounding Pipes	GOOD.	Transoms, Pointers & Crutches	✓	" (on board)	
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	" Rule length	270 FATH. size 2 5/16
Stringers	✓			" " at other places	✓	Chain Locker	GOOD.
Inner Bottom Plating	GOOD.			Stringers, Clamps & Shelves	✓	Hawsers & Warps	GOOD.
Have the Tanks been examined internally?	No.			Salting	(state if examined.)	Standing and Running Rigging	GOOD.
Have the Tanks been tested?	No.					Sails	✓

## General Observations, Opinion as to Class, Recommendation, &amp;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 in our opinion is eligible to be continued as classed with fresh record of survey 8, 42. subject to indented shell plates G stroke 17 & 18. H stroke 16, 17 & 18 Port and starboard G stroke 15, H stroke 15, J stroke 8, 11 & 18 port and J stroke 5 & 6 starboard being dealt with at Owners' convenience and to rudder plate E. H. 3, 41 & 8, 42 being specially examined next dry docking. The vessel's class is also subject to indented N 3 plate in sheer stroke, plate above and framing in way also indented tank top plate as per S.R.L.

Survey Fee (per Section 20) £

SPECIAL DAMAGE REPORT.

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fee applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping

TUE. 8 SEP 1942

Lloyd's Register Foundation



SPECIAL REASONS LIST:- Indented N°3 plate in sheerstroke and adjacent plate in stroke above and framing in way (R.S.) examined and found to continue efficient. Rudder plate (E.W. 3, 41) examined and dealt with see under damage I. Permanent repairs to indented tank top plate in N°1 Hold (S.S.) Temporary repair, welded plate patch over indent examined and found to continue efficient.

**DAMAGE I:-** Shell Plating plates numbered from aft Port side, "G" stake Nos 16, 17 & 18. "H" stake Nos 15, 16, 17 & 18. "J" stake Nos 8, 11 & 18. Starboard side, "G" stake Nos 17 & 18. "H" stake Nos 16, 17 & 18. "J" stake Nos 6 & 6. All indented between the frames examined. It is recommended repairs to above shell plates be deferred to the Owners convenience, the efficiency of the vessel not being effected in the meantime. Special Damage Report for above shell plates requested and issued copy herewith. The first length of bulb plate from forward in the port bilge keel set up. Removed faired and re-fitted. A number of rivets through bulb plates and tee bars in the port and starboard bilge keels slack, renewed. Rudder lifted for examination the keel pin the steel liner slack and cracked, removed, keel pin the scored at top edge of liner, built up by electric welding and new steel liner fitted. Stern frame keel gudgeon steel bush slack, renewed. The electric welding on rudder side plates in way of rudder arm and in way of vertical web plates broken and started. Defective welding red out and re welded. It is recommended the rudder plate electric welding 3, 4 & 8, 12 be specially examined at the next dry docking. Steering gear examined and tried on completion of rudder repairs & found satisfactory.

DAMAGE II: One derrick gooseneck broken, renewed. One side scuttle deadlight in steering gear compartment broken renewed. A number of H. C. pans and several sanitary discharge

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

[illegible]

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

## CHAIN CABLES.

[illegible]

pipes fractured, renewed.

DAMAGE III:- Excessive strain on cables experienced during re-flooding operations damaged the port and starboard cable stopper seats. The starboard cable stopper seat buckled, removed, faired and re-fitted. The port cable stopper seat buckled faired in place. Cables ranged anchors and cables examined. 210 fathoms of cables mean size 2 $\frac{1}{2}$ " 94 slack studs in the 1<sup>st</sup> & 2<sup>nd</sup> lengths port side tightened, and two missing studs in the 1<sup>st</sup> length port side renewed. 17 slack studs in the 1<sup>st</sup> length starboard side tightened, and one missing stud in the 1<sup>st</sup> length starboard side renewed.

PAGE IV:- The boat deck curtain plate and angle port side slightly buckled. One boat  
SEE CONTINUATION. *Ad*

davit port side bent, and the port side lifeboat slightly damaged. The port side boat deck curtain plate and angle faired in place, boat davit straightened and lifeboat repaired as found necessary.

ANNUAL FREEBOARD SURVEY: Completed all items examined and found or placed in good condition, freeboard marks verified and Load Line Certificates endorsed.

ALTERATIONS:- In accordance with instructions contained in Admiralty Letter M. S. 603/42 and Ministry of War Transport Letter M. 152376/42 dated 8<sup>th</sup> July 1942 have been completed as undernoted.

New watertight steel bulkheads have been fitted in the Shelter Tween decks at frames N<sup>o</sup> 43 and 151 over existing hold watertight bulkheads. Plating  $\frac{1}{8}$ " thick stiffened with 6"-3'- $\frac{1}{2}$ " vertical angle stiffeners spaced 30" apart and fitted with 15'-15"  $\frac{1}{8}$ " flanged brackets at top and bottom. Bulkhead seams riveted watertight spacing stiffeners riveted to bulkhead, and brackets riveted to stiffeners. The new bulkheads electrically welded to upper deck, toe of Shelter deck beams, shell plating, masts and existing watertight trunks forming access to holds. The openings on the bulkheads at deck girders have been fitted with welded plate collars, and cement boxes fitted where De Gaussoning pipes and electric cables pass through. Existing Tween deck bulkhead on frame N<sup>o</sup> 94 fitted for width of hatchway,  $\frac{1}{4}$ " plating flanged  $\frac{3}{4}$ " forming vertical stiffeners has been fitted with 3'-3'- $\frac{3}{8}$ " angle reverse bars riveted to the existing flanged stiffeners. New watertight steel bulkheads have been built in the Shelter Tween decks outboard of hatch side coamings port and starboard of similar construction to bulkheads N<sup>o</sup> 43 & 151 and welded to ends of existing bulkhead. One hinging watertight door has been fitted on the port side and one on the starboard side of this bulkhead.

Existing tween deck bulkheads at port and starboard sides of machinery casing on frame N<sup>o</sup> 73,  $\frac{1}{4}$ " plating flanged  $3\frac{1}{2}$ " forming vertical stiffeners has been fitted with  $3" \times 3" \times \frac{3}{4}"$  angle reverse bars riveted to existing flanged stiffeners. The existing shifting boards and fittings on tonnage opening port and starboard sides have been removed and new watertight hinging doors fitted to openings. Cement boxes have been fitted to bulkhead where Dr. Gaussing pipes and electric cables pass through. The tween deck heights are 8'-3" at bulkheads 43 & 73, 8'-6 $\frac{1}{2}$ " at 94 and 9'-11" at 151. All the above new and altered tween deck bulkheads were tested on completion and found satisfactory.

Tween deck scuppers: New Tween deck scuppers led to the bilges have been fitted at the after ends of N<sup>o</sup> 1 & 2 Tween deck spaces and the forward end of N<sup>o</sup> 6 Tween deck space port and starboard.

Wm. M. Jenkins & P. N.