

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th March 40 When handed in at Local Office 2nd April 40 Port of NEWCASTLE-ON-TYNENo. in Survey held at Willington Quay-on-Tyne Date, First Survey 16 Mar 1940 Last Survey 29 Mar 1940
Reg. Book. 14247 on the Wood, Iron or Steel 3/5 "SPEY" (No. of Visits 4)Tonnage:— Built at Newcastle By whom Wood Skinner & Co Ltd When 1923 9
GROSS 148 Owners Moray S. S. Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 142 Managers ✓ Port belonging to NEWCASTLE
NET 99Surveyed Afloat or in Dry Dock? Slipway Name of Dock Glendale (Sunderland) Destined VoyageCell/Dor/Dba feet; uE&B feet; f feet
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. 32815 Port 8ld

(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 SuperintendentSociety's Freeboard (if assigned) as ✓ painted on Ship and now verified ✓ ins.not required Was a damage report made by anyone else? If so, by whom? Underwriters SurveyorREPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by collision with Admiralty Trawler "HAWTHORN" off Aberdeen coast on the 11th March 1940 whilst in a loaded condition. voyage Aberdeen to Tyne.

Now Done:—Vessel placed on Slipway. Bottom & Rudder examined not recoated. damaged stem plating and stem bar examined. Fore Peak Tank examined internally.

DAMAGE REPAIRS:—Stem Bar Renewed. Stem plates renewed on port and starboard sides as follows:—A1, B1, C1, D1, E1 & F1. No 1 Main frame on port & starboard side faired in place. Tank top nosing plate and shoe renewed. Air Pipe renewed. Chain locker Bulkhead and foundation angle removed, faired & refitted. Fore Peak Tank Gunwale angle on port and starboard side faired in place. Fore Peak Tank satisfactorily tested by water pressure to Rule requirements on the completion of repairs. All disturbed work replaced or part renewed as necessary. P.T.O

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	12							As per Report
Removed and Faired or Repaired		2						
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on felt.)
Decks	Good	Good	When fitted, Month Year
Caulking of Decks	Good	Good	Boats
Coamings	Good	Good	Masts, Yards, &c.
Beams & Fastenings	Good	Good	Condition, how ascertained (State if wedges removed)
Outside Plating	Good	Good	Equipment letter
" " in way of sidelights	Good	Good	Anchors, No. of
Frames	Good	Good	Cables (State if now ranged)
Reverse Frames	Good	Good	" length (on board) mean diam.
Longitudinals	Good	Good	" Rule length complete size
Transverses	Good	Good	Chain Locker
Floors	Good	Good	Hawsers & Warps
Keelsons	Good	Good	Standing and Running Rigging
Stringers	Good	Good	Sails
Inner Bottom Plating	Good	Good	
Have the Tanks been examined internally?	Good	Good	
Have the Tanks been tested?	Good	Good	

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 notation 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 without fresh record of Survey subject to the Special Survey 2nd No 1 being carried out within the Year of Grace, also to Indented plating (for amidships) being dealt with at owners convenience. & condensation plating at Owners convenience

Survey Fee (per Section 29)	£				Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	8	8	0	-2 APR 1940
Travelling Expenses (if chargeable)	£		1	0	Received by me,
Second Surveyor's Fee (if any)	£				

Committee's Minute

Character Assigned

FRI 19 APR 1940

4 Deferred for 20 Comp. 2nd No. 1

W.E. Marlborough

Surveyor to Lloyd's Register of Shipping.



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W123-0230

Superintendent stated that the Special Survey 2nd N^o. 1 would be carried out within the year of Grace.

W. E. M.

ANCHORS.

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.