

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30<sup>th</sup> March 40 When handed in at Local Office 2<sup>nd</sup> April 40 Port of NEWCASTLE-UPON-TYNE

No. in Reg. Book 14247 Survey held at Willington Quay-on-Tyne Date, First Survey 16 Mar 1940 Last Survey 29 Mar 1940  
(No. of Visits 4)

on the Wood, Iron or Steel 3/5 "SPEY"  
Tonnage: Built at Newcastle By whom Wood Skinner & Co Ltd When 1923 MONTH 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 99

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Beland (Succane) Ltd Destined Voyage  
Cell/Dor/Dba feet; u&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.  
N.B.—All alterations in the existing records should be underlined.  
Last Report, No. 32815 Port Sld

(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 offered his services for this purpose and to whom and why they were declined Superintendent  
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? not required Underwriting Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by collision with Admiralty Trawler "HAWTHORN" off Aberdeen coast on the 11<sup>th</sup> March 1940 whilst in a loaded condition. voyage Aberdeen to Tyne.  
NOW DONE:—Vessel placed on Slipway. Bottom & Under 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 renewed, faired & refitted. Forepeak deck Gunwale angle on port and starboard side faired in place. Forepeak Tank satisfactorily tested by water pressure to Rule requirements on the completion of repairs. All disturbed work replated 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	Frames	Engine Room Skylights	Copper, or Y.M. (State if on Ekt.)
Decks	Good	Fore Peak	Good	When fitted, Month Year
Caulking of Decks	Good	Good	Good	Boats
Coamings	Good	Good	Good	Masts, Yards, &c.
Beams & Fastenings	where bot	Good	Good	Condition, how ascertained (State if wedges removed)
Outside Plating	Good	Good	Good	Equipment letter
" " in way of sidelights	Good	Good	Good	Anchors, No. of
Frames	where bot	Good	Good	Cables (State if now ranged)
Reverse Frames	Good	Good	Good	" length (on board) mean diamr.
Longitudinals	Good	Good	Good	" Rule length complete size
Transverses	Fore Peak	Good	Good	Chain Locker
Floors	Good	Good	Good	Hawsers & Warps
Keelsons	Good	Good	Good	Standing and Running Rigging
Stringers	Good	Good	Good	Sails
Inner Bottom Plating	Good	Good	Good	
Have the Tanks been examined internally?	Fore Peak	Good	Good	
Have the Tanks been tested?	Fore Peak	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 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 without fresh record of Survey subject to the Special Survey 2<sup>nd</sup> No 1 being carried out within the Year of Grace, also to Indented plating (for amidships) being dealt with at owners convenience. & condense plating at owners convenience

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

Committee's Minute  
Character Assigned 4 Deferred for 20 Comp. 2<sup>nd</sup> No. 1  
APR 19 1940  
Lloyd's Register Foundation W12-0230

