

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19.4.56 When handed in at Local Office 20.4.56 Port of London.
No. in Reg. Book Survey held at Greenhithe Date, First Survey and Last Survey 18.4.1956
on the ~~Wood Lane~~ Steel M.V. "FRED EVERARD" (No. of Visits One)

10557. Built at Great Yarmouth. By whom Fellows & Co., Ltd. When 1926. MONTH 10.
TONNAGE :— Owners F.T. Everard & Sons Ltd. Owners' Address
GROSS 229. Managers (if not already recorded in Appendix to Register Book)
UNDER DK. Port belonging to LONDON.
NET 105.

Surveyed Afloat or in Dry Dock On Slipway Name of Dock Greenhithe. Destined Voyage
Cell DBor 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. 130173 Port London

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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 Docking.

How done Ship placed on slipway. Shell plating, Stern frame and rudder cleaned, examined and coated. Ship undocked 19.4.56. Examined. Deck, casings, hatchways, ventilator coamings, general equipment, steering gear and windlass. All found or placed in good order. S.R. item. Starboard after sheerstrake plate etc to be examined and dealt with as necessary by next S.S. How done. The Stbd after sheerstrake plate etc specially examined at this time and found to remain efficient.

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 Good.	Bulkheads	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings Good.	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder Good	Scuppers	Masts, Yards, &c. Good
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights Good	Windlass Good	Hatches Good	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of 2 B. 1 S.
Transverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) No
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length stated complete.
Transverses	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" (on board.)
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" Rule length 120 ft. size 3/4"
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker
Riggers		" " at other places	Hawsers & Warps
Inner Bottom Plating		Stringers, Clamps & Shelves	Standing and Running Riggings
Have the Tanks been examined internally? No		Salting	Sails
Have the Tanks been tested? No		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 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 ship as now seen is eligible in my opinion to remain as classed with fresh record of docking 4-56. The class of the vessel is subject to the Starboard after sheerstrake plate etc being examined & dealt with as necessary by next S.S. as previously recommended.

Survey Fee (per Section 23)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Section 23)	£	:	:	19
Travelling Expenses (if chargeable) See Report 9.	£	:	:	Received by me, 19
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

THURSDAY 17 MAY 1956

4.56 Lon, subject to
(with endorsement)
5.4.56

Surveyor to Lloyd's Register of Shipping

A. Kirby.

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Lloyd's Register Foundation

W1648-0225

Interim Certificate issued. Copy attached. A. Chubb.

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

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* If Patent, state name of Patentee.

† If not tested, it is a 1st, 2nd, or 3rd bower.

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN



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