

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

Date of writing Report 23<sup>rd</sup> Oct, 1942 When handed in at Local Office 24: 10: 42 Port of GLASGOW  
 No. in Survey held at GLASGOW Date, First Survey 5<sup>th</sup> Oct. Last Survey 21<sup>st</sup> Oct., 1942  
 Reg. Book. 80596 on the Wood, Iron or Steel S.S. "Polo" (No. of Visits 4)

TONNAGE:—  
 GROSS 1950 Built at SUNDERLAND By whom SWAN, HUNTER & NIGHAM RICHARDSON, Ltd When 1919 MONTH 5  
 UNDER DK. 1638 Owners ELLERMANS WILSON LINE, LD. Owners' Address —  
 NET 970 Managers — Port belonging to HULL

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock Nº 1 GOVAN. Destined Voyage —  
 Cell D Bor DBa feet; u E & 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. 118145 Port Lin

(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

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 & ALTERATIONS.

NOW DONE :- Vessel placed in drydock, bottom & rudder cleaned, examined, found satisfactory and recoated. Decks, casings, hatches, coamings, ventilators etc examined and found satisfactory. Nº 1 Hold & Tween decks generally examined and found satisfactory. Freeboard rough checked.

REPAIRS WEAR & TEAR :- 1 shell rivet set up in way of Aft Peak Tank (P.S.). Cement renewed on 2 lower timbers of Rudder.

STEERING GEAR :- This vessel is not fitted with rod & chain steering gear. Aux. steering gear generally examined and found satisfactory.

ALTERATIONS :- Visited vessel at request of Owners' representative for examination and test of new arrangement for pumping bilges of Nº 2 hold, consequent on the 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								
Removed and Paired or Repaired								
Paired or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>—</u>
Caulking of Decks <u>good</u>	Ceiling <u>good in spaces span'd</u>	Good Bushes, Openings, Covers, &c. <u>good</u>	(State if on Roll.)
Coamings <u>good</u>	Cement or Asphalt <u>not span'd</u>	Oil Bunkers <u>—</u>	When fitted, Month Year
Beams & Fastenings <u>good in spaces span'd</u>	Rudder <u>QUADRANT &amp; TILLER</u>	Scuppers <u>not span'd</u>	Boats <u>not span'd</u>
Outside Plating <u>good</u>	Steering gear <u>and its connections</u> <u>good</u>	Cargo Hatchways <u>good</u>	Masts, Yards, &c. <u>good</u>
" " in way of sidelights <u>not span'd</u>	Windlass <u>good</u>	Hatches <u>good</u>	Condition, how ascertained <u>from deck</u>
Frames <u>good in spaces span'd</u>	Have pumps been examined and found efficient? <u>not span'd</u>	Planking <u>—</u>	(State if wedges removed.)
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>not span'd</u>	Caulking <u>—</u>	Equipment letter <u>5</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>not span'd</u>	Treenails <u>—</u>	Anchors, No. of <u>3-1</u>
Transverse <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>—</u>	Cables (State if now ranged) <u>no</u>
Floors <u>not span'd</u>	Air and Sounding Pipes <u>not span'd</u>	Transoms, Pointers, & Crutches <u>—</u>	" length <u>COMPLETE</u> mean diamr. <u>—</u>
Keelsons <u>not span'd</u>	Doubling Plates under Sounding Pipes <u>not span'd</u>	Timbers of Frame at openings <u>—</u>	" Rule length <u>—</u> size <u>—</u>
Stringers <u>not span'd</u>		" " at other places <u>—</u>	Chain Locker <u>not span'd</u>
Inner Bottom Plating <u>good in spaces span'd</u>		Stringers, Clamps & Shelves <u>—</u>	Hawsers & Warps <u>sufficient</u>
Have the Tanks been examined internally? <u>no</u>		Saltg <u>—</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been tested? <u>no</u>		(State if examined.)	

## 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, so far as now seen, is in an efficient condition and eligible in our opinion to remain as at present classed in the Register Book with a fresh record of survey 10,42 subject to shell plates E.7.(P.S.) E.9.(P.S.) E.10.(SS) (E.N.10,41) being specially examined at next drydocking also to indented shell plating (S.S.F.) being dealt with.

Survey Fee (per Section 20) £ : : Fees applied for, P.7 OCT 1942  
 Special ~~Survey~~ Repair Fee (if any) £ 3 3 0  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :

Committee's Minute GLASGOW 27 OCT 1942

Character Assigned 100A1 10.42

Shel. Dk. with pld subject

Cgo. bins. not pld in twin Dks.

Alexander P. Moore & George Fullerton  
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



isolation of the forward part of №2 hold for the carriage of petrol in this in accordance with the Ministry of War Transport (Sea Transport) requirements.

Examined and tested steam bilge ejectors (P. 49) and found these capable of drawing from the bilges and discharging overboard above the freeboard deck.

It should be noted that, with the exception of the examination and test of the above ejectors, none of the alterations effected at this time for the carriage of petrol have been approved by the Society nor carried out under the supervision of its Surveyors.

S. R. LIST :- *Shell plates E.7 (P.S.) E.9 (P.S.) E.10 (SS.) (EW. 10, 41) specially examined and found satisfactory for the present these to be examined next drydocking.*

Indented shell plating etc (ssf) has not been dealt with at this time examined and found satisfactory.

LICENCE :- R 4586 A dated 1<sup>st</sup> & 7<sup>th</sup> Oct, 1942 supervised

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 by Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam .....															
	Kedge.....															

\* Patent state name of Patentee.

Stockless, state Mechanical Test.

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

[illegible]