

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 26 1939 When handed in at Local Office 29/7/39 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book. Survey held at South Shields Date, First Survey 19 July Last Survey 21 July 1939
(No. of Vessels 3)

29652 on the Wood, Iron or Steel Se. LOLLWORTH

TONNAGE:- Built at Sunderland By whom Osbourne Graham & Co. Ltd. When 1920 4
GROSS 1969 Owners Hudson S.S. Co. Ltd. Owners' Address
UNDER DK 1534 Managers Port belonging to London.
NET 1154

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Type Dock Surveying Destined Voyage

Cell/Dor/DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
H100A1	+ LMC 5.37
7.38	BS. 7.38
SS Shl N°3 - 3.33	CL N°5.37
SS Shl N°1 - 37	
Cargo battens not fitted	

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. 46433 Port Hull

(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

Society's Freeboard (if assigned) as 1 ft 9 in painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Underwriter Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Docking.

(1) Damage stated to have been caused at Seaham July 12 1939 when the vessel came into collision with the SS "Flathouse" while moving from the barge to the loading berth.

Now done Vessel placed in dry dock. Shell plates starboard side aft & rudder plate found buckled.

Shell N°3 plate from aft F strike faired in place

N°3 " " G " renewed

N°3 " " H " faired in place

Four frames faired in place. Rudder lifted & rudder plate faired in place between N°5 1 & 2 arms

Minor repairs locally also effected.

Shell hoisted in way of repairs & found tight.

(contd.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	1							R
Removed and Faired or Repaired								
Faired or Repaired in place	2	4						Rudder plate faired in place

PRESENT CONDITION OF THE

Decks	good	Bulkheads	✓	Engine Room Skylights	good	Copper, or Y.M. (State if on Deck.)	
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	Year
Coamings	"	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	good
Beams & Fastenings	✓	Rudder	good	Scuppers	good	Masts, Yards, &c.	"
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	good	Condition, how ascertained (State if wedges removed)	from deck
" " in way of sidelights	✓	Windlass	"	Hatches	good	Equipment letter	R
Frames	✓	Have pumps been examined and found efficient?	✓	Planking	✓	Anchors, No. of	3 B. 1 S
Reverse 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 (on board)	max diamr stated correct
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	✓	" Rule length	✓ size
Floors	✓	Air and Sounding Pipes	placed good	Transoms, Pointers & Crutches	✓	Chain Locker	✓
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Hawsers & Warps	Sufficient
Stringers	✓			" " at other places	✓	Standing and Running Rigging	good
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	✓	Sails	✓
Have the Tanks been examined internally?	no			Salting (State if examined.)	✓		
Have the Tanks been tested?	"						

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 as far as now seen is in an efficient condition and eligible in my opinion to remain as classed with a fresh record of survey 7.39.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) (per Sec. 29) £ 1 1 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

Fees applied for,

9 AUG 1939

Received by me,

16/8 1939

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

SS. LILWORTH.

(ii) Docking.

Now done - Vessel placed in dry dock, bottom & rudder cleaned examined & coated. A number of defective rivets forward renewed weather deck, hatches, vents, coamings, casings, windlass & steering gear generally examined & found satisfactory.

A number of minor repairs carried out.

27'-0" of steering chain renewed with tested chain.

3 Rudder pintles & one bush renewed.

CAS.