

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4th Mar. 1941 When handed in at Local Office 4th Mar. 1941 Port of CARDIFF
 Survey held at CARDIFF Date, First Survey 20/2/41 Last Survey 5th Mar. 1941
 (No. of Visits 8)

9670 on the ~~Wood, Iron or Steel~~ ANGLESEA ROSE.
 TONNAGE:— Built at GLASGOW. By whom D & W. HENDERSON & CO LTD When 1930. 6th
 GROSS 1151. Owners RICHARD HUGHES & CO (LIVERPOOL) LTD Owners' Address ✓
 (if not already recorded in Appendix to Register Book).
 REGISTER DK. 866. Managers ✓ Port belonging to LIVERPOOL.
 Net 670

Surveyed Afloat or in Dry Dock? AFLOAT. Name of Dock EAST DOCK. Destined Voyage ✓
 = Cell DBorDBa feet; uE&B feet; f feet
 Capacity tons. FPT tons; APT tons; MT feet tons.
 N.B. All alterations in the existing records should be underlined.

Last Report, No. 99005 Port Nure

CHARACTER. & for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., in any).
<u>+ 100 A1.</u>		<u>+ LMC.</u>
<u>11.40.</u>		<u>7.38.</u>
<u>SS 8ly N°2-38.</u>		<u>B.S. 11.40.</u>
		<u>CL. 7.38</u>
<u>Cargo battens not fitted.</u>		<u>Machy. aft. ✓</u>
Society's Freeboard (if assigned) as painted on Ship and now verified		<u>✓</u> ft. ins.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined NOT REQUIRED.

Interim Certificate now issued. Was a damage report made by anyone else? If so, by whom? SALVAGE ASSOC.
 REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE STATED TO HAVE BEEN SUSTAINED IN COLLISION WITH UNKNOWN VESSEL IN ENGLISH CHANNEL, ON 18th FEBRUARY 1941, ON VOYAGE PLYMOUTH TO CARDIFF.
 FOR FURTHER PARTICULARS PLEASE SEE LOG BOOKS.

NOW DONE FOR DAMAGE:— Vessel examined afloat at Owners' request. Found shell plating on starboard side of N°s 3 & 4 Holds indented and frames in way buckled; N° 7 main sheer plate (S.S.) punctured; bunker forward bulkhead (S.S.) wing plate buckled; bulwarks and stays on (S.S.) N°s 3 & 4 Hatches set in; deck half-beams and knees in way slightly buckled.
 P.T.O.

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								<u>Bulkhead wing plate (partly)</u>
Removed and Faired or Repaired								<u>3 bulwark plates.</u>
Faired or Repaired in place	<u>1.</u>	<u>3.</u>						

CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet.)
Decks <u>good</u>	<u>NO</u>	<u>good</u>	When put on, Month <u>✓</u> Year <u>✓</u>
Bulkheads <u>part exam? efficient</u>	<u>NO</u>	<u>good</u>	Boats <u>part exam? satisfactory</u>
Fastenings <u>part exam? efficient</u>	<u>NO</u>	<u>good</u>	Masts, Yards, &c. <u>✓</u>
Plating <u>✓</u>	<u>NO</u>	<u>good</u>	Condition, how ascertained <u>from Deck</u>
in way of sidelights <u>✓</u>	<u>NO</u>	<u>good</u>	(State if wedges removed) <u>✓</u>
Stays <u>✓</u>	<u>NO</u>	<u>good</u>	Sails <u>✓</u>
Frames <u>part exam? efficient</u>	<u>NO</u>	<u>good</u>	Equipment letter <u>n</u>
inals <u>✓</u>	<u>NO</u>	<u>good</u>	Anchors, No. of <u>3 B. 1 S.</u>
ses <u>✓</u>	<u>NO</u>	<u>good</u>	Chain Locker <u>✓</u>
<u>part exam? good</u>	<u>NO</u>	<u>good</u>	Cables (State if now ranged) <u>NO.</u>
Bottom Plating <u>✓</u>	<u>NO</u>	<u>good</u>	length <u>✓</u> mean diam. <u>✓</u>
	<u>NO</u>	<u>good</u>	Rule length <u>✓</u> size <u>✓</u>
	<u>NO</u>	<u>good</u>	Hawser & Warps <u>sufficient</u>
	<u>NO</u>	<u>good</u>	Standing and Running Rigging <u>good</u>

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."
This vessel is eligible in my opinion, to remain as now classed in the Register Book, without fresh record of survey, subject permanent repairs being effected to indented shell plating and frames (S.S.) N°s 3 & 4 Holds, and bunker bulkhead (S.S.) at first convenient opportunity.

Fee (per section 29) £ : : Fees applied for, 4th Mar. 1941
 Damage or Repair Fee (if any) £ 12 12 0. Received by me, Devis Sullivan
 Expenses (if chargeable) £ : :
 Surveyor's Fee (if any) £ : :
 Committee's Minute 25 MAR 1941

Character Assigned As now Subject
 Lloyd's Register Foundation
 W3-0080

