

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14 - 1 - 1941

When handed in at Local Office 17 JAN 1941

Port of Ipswich

No. in Reg. Book.

Survey held at Ipswich

Date, First Survey

and Last Survey 14 - 1 - 1941

(No. of Visits)

71003 on the Wood, Iron or Steel n.y. "BONNINGTON COURT"

TONNAGE:-

GROSS 4909

UNDER DK. 4597

NET 3012

Built at Port Glasgow

By whom R. Duncan & Co. Ltd.

When 1929

MONTH.

Owners Count Lim Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers Baldwin & Philipps

Port belonging to London

Surveyed Afloat or in Dry Dock?

Afloat Name of Dock

Destined Voyage Lyn

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. 109313

Port Ips

(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. *Not required.*

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? *h.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage stated to have been caused to Stem of vessel

through cannon unknown.

On completion of discharge of cargo, the Stem bar was found to be slightly set over to Starboard in way of the 7 ft. draught mark. Rivets & plate seams in way of damage started & leaking. No repairs effected at this time.

Deep Tank. After discharge of cargo in Deep Tank, found Standing Flange of Foundation bar of aft bulkhead leaking. No repairs effected.

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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coat Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Stems & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Stowage Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length (on board) mean diam.
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Stems	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Stingers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawser & Warps
Inner Bottom Plating		" " at other places	Standing and Running Rigging
Have the Tanks been examined internally?		Stringers, Clamps & Shelves	Sails
Have the Tanks been tested?		Salting (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 vessel is eligible in my opinion to remain as classed subject to the peak hatch coaming, deep tank after bulkhead foundation angle & to Stem being dealt with on the arrival of the vessel from the Lyn from Ipswich and to indented plating port bow, to indented plating etc. (S.S. cracks). & to indented plating (S.S. of 1-1 Hold) being permanently repaired at Owners' convenience.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

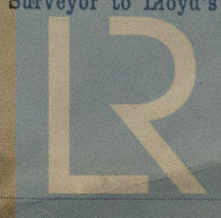
TUE. 28 JAN 1941

As now Subject

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W340-0103

Is Certificate required? If so, to be sent to

Myon.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

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

CHAIN CABLES.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.