

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th Dec 41. When handed in at Local Office 28th Dec 1941. Port of Cardiff.
No. in Reg. Book 74273 Survey held at Cardiff. Date, First Survey 13th Dec. Last Survey 24th Dec. 1941.
(No. of Visits 5.)

TONNAGE—
GROSS 468. Built at Beverley. By whom Walter & Gemmell when 1921.
UNDER DEK. 321. Owners Coppack Bros. & Co. Owners' Address Cardiff.
NET 192. Managers ✓ Port belonging to Chester.

Surveyed ✓ in Dry Dock? DKK Name of Dock Garage Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
X.B.—All alterations in the existing records should be underlined.

Last Report, No. 115021 Port Sw

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.

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., in any).
<u>+100A1.10.20.</u>		<u>+L MC 739</u>
<u>J.S. BKN. 100 3/4 3/4</u>		<u>B.S. 10.20</u>
<u>J.S. BKN. 101-39.</u>		<u>C.A. 10.20</u>
		<u>mchy. apr.</u>

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 Offered master
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.
not required.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking & Damage Stated sustained
by grounding at Holyhead, on the 20th & 21st Jan. 1941, whilst lying at custom House quay; for further particulars please see log books.

Now done. Vessel drydocked in loaded condition. Bottom & rudder examined but not recoated. Weather decks, casings, vents, coamings, hatches (battered down) and steering gear generally examined.

Now done on account of Grounding: Vessel drydocked. Bottom & rudder examined, found: Coffin plate sharply indented and scrubbed, and holed locally at after end.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								<u>Temporary repairs to shell plates & floors etc. per repr.</u>
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place								

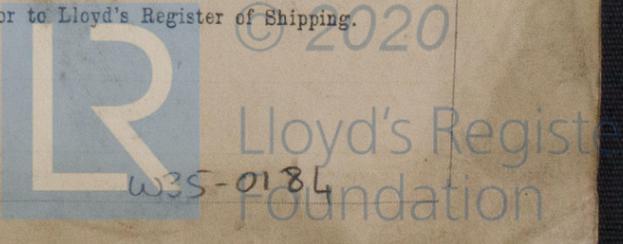
PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Satisfactory.</u>	<u>No.</u>	✓	(State if on Felt.)
Caulking of Decks	<u>No.</u>	✓	When put on, Month Year
Coamings	✓	✓	Boats <u>Bar ends Satisfactory.</u>
Beams & Fastenings	✓	✓	Masts, Yards, etc. <u>Satisfactory.</u>
Outside Plating <u>Satisfactory.</u>	✓	✓	Condition, how ascertained <u>from deck.</u>
" " in way of sidelights	✓	✓	(State if wedges removed)
Breasthooks	✓	✓	Sails ✓
Transoms	✓	✓	Equipment letter <u>9-2-1-1.</u>
Frames <u>Effort. per repr.</u>	✓	✓	Anchors, No. of <u>1-1.</u>
Reverse Frames	✓	✓	Chain Locker
Longitudinals	✓	✓	Cables (State if now ranged) <u>No.</u>
Transverses	✓	✓	" length <u>found complete.</u>
Booms <u>Effort. per repr.</u>	✓	✓	" Rule length <u>size</u>
Decks	✓	✓	Hawser & Warps ✓
Coamings	✓	✓	Standing and Rigger Rigging <u>Satisfactory.</u>
Stringers	✓	✓	
Inner Bottom Plating	✓	✓	

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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24.

This vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of Survey 2, 4, 1, subject to permanent repairs to indented keel & bottom plates, apr. frames, floors, etc. below boiler & in E. C., also to stand cable being ranged for exam. at 1st conv. opportunity. (Bower anchor to supply.)

Survey Fee (per Section 29) 8.8:0 Fees applied for, 28th Dec 1941.
Special Damage or Repair Fee (if any) nil.
Surveying Expenses (if chargeable) nil.
Second Surveyor's Fee (if any) nil.
Received by me, D. F. Richardson.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 18 MAR 1941
Character Assigned 100A1
S.2.41 Subject ✓



Keel Screw "Starfield".

after keel plate sharply indented & set up at fwd end.
 No. 2 keel plate (from aft) set up and indented at
 after end. A 3 from aft (p.s.) indented.

A number of rivets started and leaking.

In way Engine and Boiler room: Floor & frame racking
 Boiler after stool, and next frame & floor fwd, buckled
 locally, (i.s.) and rivets in reverse bars at centre line
 butts started. A few rivets in 1st, 2nd & 3rd floor
 shell frames in engine room started. 2 intercostal
 c.l. plates below boiler buckled, & rivets in intercostal
 lugs started. Rivets in one intercostal plate
 abaft boiler started.

The following Temporary repairs have now
 been effected: - A welded doubling plate fitted in three
 lengths taking coffin plate and extending to midlength
 of after keel plate. Started rivets in No. 2 keelplate & A 3 p.s.
 (from aft) renewed or welded as necessary, and adjacent
 riveting scantling overhauled.

2 intercostal c.l. plates below boiler cropped & partly
 renewed, and 4 angle lugs renewed.

Intercostal c.s. plate abaft boiler welded to shell
 lugs to compensate for started rivets.

Started rivets in reverse bars on two shell frames below
 boiler renewed.

A few started rivets in 3 floors in engine room cut out
 and replaced by bolts.

Broken cement in way of repairs made good.

Copy of interim certificate attached; vessel
 considered efficient meanwhile.

The master stated that the spare lower anchor
 and 45 fms. of new chain cable were fitted starboard side
 in September 1940 to replace anchor and 30 fms.
 of cable stated lost. The anchor has not been
 replaced. The certificates for the new cable are
 on board the vessel but have not been
 endorsed, as the cable was not ranged as this
 time; the above information regarding the cable
 was not given until after the vessel had
 left the drydock.

J. J. R.



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