

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

Date of writing Report 12<sup>th</sup> July 1940. When handed in at Local Office 12<sup>th</sup> July 1940. Port of *Grunock*.No. in Survey held at *Grunock*Date, First Survey 5<sup>th</sup> JULY 1940. Last Survey 8<sup>th</sup> JULY 1940.

Reg. Book.

9638561 on the *Wood, Iron or Steel* *S.S. "CONFIELD"*(No. of Visits *THREE*)

TONNAGE:—

GROSS *4956*UNDER DK. *4355*NET *2800*Built at *Sunderland*.By whom *J. L. Thompson Lond.*Owners *Confield S.S. Co. Ltd.*

Owners' Address

Managers *E. J. Sutton & Co.*Port belonging to *Newcastle*Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Garvel Dock*.

Destined Voyage

Cell/Dor/Da feet; uE&amp;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. *32840* Port *Old*

Periodical Surveys, when held, must be reported in detail and verbatim 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 *offered but*

*not required*

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? *M. W. Cluffie (underwriter)*

REPAIRS, OR EXAMINATION AS PER RULE, FOR (a) Damage stated to have been caused by vessel bumping bottom during heavy swell whilst leaving Patongue. Vessel holed on 12<sup>th</sup> June 1940, whilst on a voyage to Glasgow. For further particulars please see vessel's log books, and (b) Docking

(a) Damage: Now Done: Vessel placed in drydock the bottom and rudder cleaned examined and recoated as necessary

The following shell plates were found set up

Port Side: numbers from fore end.

Keel: No 2.3 x 4 plates

"A" Strake: No 2.3 x 4 plates

"B" " " No 1.2 x 3 plates

## SUMMARY OF DAMAGE REPAIRS:—

| Shell Plates.                  | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:—            |
|--------------------------------|---------|------------|---------------------------|--------|----------------------|-------------|--------------------------|
| Renewed                        |         |            |                           |        |                      |             | Tanks tested & reported. |
| Removed and Faired or Repaired |         |            |                           |        |                      |             |                          |
| Faired or Repaired in place    |         |            |                           |        |                      |             |                          |

P.T.O.

## PRESENT CONDITION OF THE

|   |  |                                     |  |
|---|--|-------------------------------------|--|
| Decks <i>Good</i>                                 | Bulkheads <i>(part ex)</i> <i>Good</i>                                 | Engine Room Skylights               | Copper, or Y.M. (State if on Felt.)            |
| Caulking of Decks                                 | Ceiling  | Coal Bunkers, Openings, Covers, &c. | When fitted, Month Year                        |
| Coamings  | Cement <i>asphalt</i>  | Oil Bunkers                         | Boats <i>Good</i>                              |
| Beams & Fastenings <i>(part ex)</i>               | Rudder   | Scuppers                            | Masts, Yards, &c.                              |
| Outside Plating                                   | Steering gear and its connections                                      | Cargo Hatchways                     | Condition, how ascertained <i>from deck</i>    |
| " " in way of sidelights                          | Windlass   | Hatches                             | (State if wedges removed)                      |
| Frames <i>(part ex)</i> <i>Good</i>               | Have pumps been examined and found efficient?                          | Planking                            | Equipment letter <i>at</i>                     |
| Reverse Frames <i>" "</i>                         | Have Sluice Valves been examined and found efficient?                  | Caulking                            | Anchors, No. of <i>38 1/2</i>                  |
| Longitudinals                                     | Have Watertight Doors been examined and found efficient?               | Treenails                           | Cables (State if now ranged) <i>no</i>         |
| Transverses                                       | Have Ventilators and their Coamings been examined and found efficient? | Breasthooks & Stemson               | " length <i>stated to be</i>                   |
| Floors <i>(part ex)</i> <i>Good</i>               | Air and Sounding Pipes <i>(weather deck)</i> <i>Good</i>               | Transoms, Pointers & Crutches       | " (on board)                                   |
| Keelsons  | Doubling Plates under Sounding Pipes                                   | Timbers of Frame at openings        | " Rule length <i>complete</i>                  |
| Stringers   |  | " " at other places                 | Chain Locker                                   |
| Inner Bottom Plating <i>(part ex)</i> <i>Good</i> |  | Stringers, Clamps & Shelves         | Hawsers & Warps <i>sufficient</i>              |
| Have the Tanks been examined internally?          |  | Salting                             | Standing and Running Rigging <i>sufficient</i> |
| Have the Tanks been tested?                       |  | (State if examined.)                | Sails  |

## 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 efficient condition and eligible in our opinion to remain as classed and have fresh record of survey 7.40. subject to permanent repairs to bottom shell plating etc forward being effected at owners convenience.*

|   |             |  |
|---|-------------|--|
| Survey Fee (per Section 29)                         | £           | Fees applied for, 12 <sup>th</sup> JULY 1940 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | £ 5 : 5 : 0 | Received by me, <i>J. A. Thomson</i>         |
| Travelling Expenses (if chargeable)                 | £           | 19   |
| Second Surveyor's Fee (if any)                      | £           |  |

Surveyor to Lloyd's Register of Shipping.

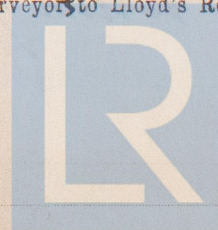
Committee's Minute

Character Assigned *100 A1*

GLASGOW 16 JUL 1940

*with paid 7.40**signature*

W373-0201



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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to



"C" Strake 1- nos 1 & 2 plates  
"D" " " nos 5 & 6 plates.

'0' " : n<sup>o</sup> 5 & 6 plates.

Starboard Side

"A" Stroke:- no 2 plate

"8" " " № 2' plate

"c"      :      n. 1 plate

o " 1. n<sup>o</sup> 677 platis

No 1 & 2 double bottom tanks were tested and afterwards examined internally.

Port Side:- 2 floors and 1 intercostal plate in n<sup>o</sup> 1 tank and 1 floor and 2 frame bars in n<sup>o</sup> 2 tank buckhol. Tank end between n<sup>o</sup> 1 & 2 tanks also frame bar buckhol. Rivets sheared in half height intercostal locally. Cement broken in swan spaces. Repairs:- Now Done:- about 256 shell rivets set up and caulking made good as required. Half height intercostal bolted to tank and stiffeners. Cement box fitted at tank end for about 5'6". Cement where disturbed or broken renewed.

note:- as the drydock was urgently required it was considered that permanent repairs might be deferred.

(6) Docking: Now Done:- Vessel placed in drydock, bottom and rudder cleaned examined and recoated. Weather decks beams, hatch and ventilator coamings and general equipment

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

examined. General examination made of nos 1 and 2 holes and found satisfactory

Wear and Tear Repairs: Now Done: a few shell plates, p.r.s. strake above bulge, were found pitted in several places. Pittings were cleaned out, coated with gold size and filled up with white zinc paint. thereafter coated on top at the same time as the bottom plating.