

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31-5-40 19... When handed in at Local Office 31-5-40 19... Port of Falmouth
 No. in Reg. Book 22953 Survey held at Falmouth Date, First Survey 24th Apr Last Survey 19th May 1940
 (No. of Visits 1)

22953 on the Wood, Iron or Steel 3/8 Symbeline
 TONNAGE:— Built at Port Glasgow By whom W. Hamilton & Co. When 1927 12
 GROSS 6317 Owners Oil Tank S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DE. 5857 Managers B.T. Bawing & Co. Ltd. Port belonging to Liverpool
 NET 3743

Surveyed Afloat or in Dry Dock? Yes Name of Dock Falmouth Dockyard Destined Voyage
 Cell D Bord Ba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 9827 Port Fal

(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.)

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 painted on Ship and now verified 6 ft. 0 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Special Survey No 3.

Damage stated to have been caused by collision with the S/S Lebartha at Port Looe on January 17th 1940 when on a voyage from Gibraltar to Abadan now done for Damage.

Vessel placed in drydock, shell plating starboard side and internal damage placed in good condition and cross member tested on completion of the repairs Damage Repair. all in Starboard Side. Shell plates removed from aft.

Stake N. (Pop sheen stake) No 4 renewed; M 4 renewed; L (mam sheen stake) No 4 renewed
 K 4 removed framed and refitted; J 4 renewed; H 4 removed framed and refitted; G 4 removed framed and refitted. (4 renewed) (3 removed framed and refitted)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	4	4			5		3	
Removed and Faired or Repaired	3				2		3	
Faired or Repaired in place					6		3	

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or T.M. (State if on Belt.)
Decks	good	good	good	When fitted, Month Year
Caulking of Decks			good	
Coamings			good	
Beams & Fastenings			good	
Outside Plating			good	
" " in way of sidelights				
Frames				
Reverse Frames				
Longitudinals				
Transverses				
Floors				
Keelsons				
Stringers				
Inner Bottom Plating				
Have the Tanks been examined internally?	Yes			
Have the Tanks been tested?	Yes			
Have pumps been examined and found efficient?				
Have Sluice Valves been examined and found efficient?				
Have Watertight Doors been examined and found efficient?				
Have Ventilators and their Coamings been examined and found efficient?				
Air and Sounding Pipes				
Doubling Plates under Sounding Pipes				
Coal Bunkers, Openings, Covers, &c.				
Oil Bunkers				
Scuppers				
Cargo Hatchways				
Hatches				
Planking				
Caulking				
Trunnels				
Breasthooks & Stomson				
Transoms, Pointers & Gratches				
Timbers of Frame openings				
" " at other places				
Stringers, Clamps & Shelves				
Siding				
(State if examined.)				
Boats				
Masts, Yards, &c.				
Condition, how ascertained (State if wedges removed)				
Equipment letter				
Anchors, No. of				
Cables (State if now ranged)				
" length (on board)				
" Rule length				
Chain Locker				
Hawsers & Warps				
Standing and Running Rigging				
Sails				

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."

All the requirements of special survey No 3 having been complied with, this vessel is in a good and efficient condition and is eligible in my opinion to remain as classed with fresh record of survey 540 and have the notation. S S Gal 100. 540

Survey Fee (per Section 29)	£ 34	10	0	Fees applied for, <u>21st May 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 22	10	0	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

TUE 11 JUN 1940

Committee's Minute

Character Assigned

100%
 Carr. per. in bulk S.S. 10.3-540
 Fitt. for all fuel + drive 239
 B.S. 540

W. M. Balfour
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

Gymbeline.

Laming.. (frames numbered from Stakehold Weather)

Nº7 aft from 2nd to upper deck removed, framed & refitted, upper to poop renewed

Nº8 aft from margin to 2nd D^{ck}, removed, framed & refitted, from 2nd D^{ck} to poop renewed

Nº9 aft from margin to upper deck removed, framed & refitted, upper to poop renewed

Nº10 aft from 2nd D^{ck} to poop deck removed, framed & refitted.

Poop Deck

Two stringer plates cropped, and cropped portions renewed on one plate

1 deck plate removed, framed & refitted, 1 framed in place (1) (1) (1)

Gunwale & waterway angles cropped and part renewed, 3 guard rail & trimmers
tracks repaired & refitted. In way below, hatch coaming and ventilator coaming
to be removed for access

Poop Deck Beams & Truss. 4 beams cropped, part renewed, butts welded. 3

baskets renewed. 1 removed framed & refitted. (4)

Upper Deck

1 deck stringer cropped and part renewed, 1 deck plate removed framed

and refitted, 1 framed in place; 2 shell checks renewed, 2 removed (1) (1) (1)

framed & refitted, water way bar cropped and part renewed

Upper deck beams (1) (1) (1) 2 cropped, removed framed, refitted & butts welded

3 framed in place 2 frame baskets renewed, 3 removed, framed and
refitted

2nd Deck. 1 stringer plate cropped, 1 stringer plate renewed & extended to

new butt. 1 deck plate removed framed and refitted, 1 framed in place.

2nd Deck beams 1 beam cropped, part renewed & butt welded, 3 framed in place

1 basket renewed, 3 removed framed and refitted.

Forenoon Weatherhead framed in place.

Special Survey Nº3.

Has done: Trawl placed in dry dock, bottom, keel and rudder (lifted)
cleaned, examined placed in good condition and resorted.

All cargo tanks, summer tanks, cofferdam, fore and after peak tanks,
fore deep tank, cross bunker, double bottom tanks examined internally
and tested to Rule requirements. Pealer, fore hold, pump room and

machinery space cleaned and steelwork examined and placed in good
condition. Plating in way of lights examined. Decks examined.

Chain cables ranged, chain locker examined and cables replaced.

Anchors, masts and rigging examined. Hatch (in position at the

hatchway, steering gear and its connection, rudder quadrant and tiller

windlass, air and sounding pipes and general equipment examined
and placed in good condition. Forenoon vented. Drawing plates found

under all sounding pipes. Hatchway coamings, ventilation and their
coamings examined and placed in good condition.

There, being no indication of wastage, it was not considered necessary to
drill the shell plating.

Echo Sounding Device: Depth sounding instrument removed and replaced

Castings & fittings and the surrounding plating examined and found satisfactory.

Lymington

Ship's refrigerated store in bridge, insulation removed & renewed. Deck plating over cargo tank examined and tested before relaying insulation and found satisfactory.

Repairs:- In chain locker, entire deck removed, in sides, plates flanged to form stiffener. 2 flanges cut off & angle stiffener fitted after peak. 5 deep plates & some cross beams removed, about 8 stiffener brackets removed and several lugs.

In after peak and double bottom tanks (water ballast & feed water) the most heads on the inner side of the tank top found bad ^{with} scale, now carefully scaled, re-examined and recoated. In cofferdam (lower) scale removed.

In No 3 cargo tank port main & stream, a few pitholes welded. In shell and bulkheads a number of rivets overhauled and caulking made good.

A few scupper pipes, sounding pipes and filling pipes to after peak removed.

Cargo and water pipes a deck overhauled, a few lengths renewed and pipe lines tested on completion of repair.

A number of minor repairs effected in connection with the freedom renewal survey, to deck toggles, storm valves, side lights.

Spare anchor. Shackles freed: 4 shrouds & 2 back stays renewed.

Damage (cause not stated) not included in damage report.

2 supporting stanchions at bow deck starboard side repaired and guard rails away placed in good condition.

WMB

Damage report issued copy attached.

Rigger report attached.

RETAIN



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W381-0082(3/3)

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