

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25-1-1939 When handed in at Local Office 25-1-1939 Port of GrimseyNo. in Survey held at Grimsey Date, First Survey 16-12-38 Last Survey 23-1-1939
Reg. Book. (No. of Visits 12)

78656 on the Wood, Iron or Steel

"LUCKY"

TONNAGE:-

Built at Campbelltown By whom Campbelltown S.S.C. When 1905 5

GROSS 1201

Owners African Continental S.S.C. Ltd. (if not already recorded in Appendix to Register Book).

UNDER DEK 997

Managers ✓ Port belonging to Gibraltar

NET 7140

Surveyed Afloat or in Dry Dock? both Name of Dock Number 1 Destined Voyage Spain

WB=Cell DBorDBa feet; uE&B feet; f feet. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

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

t Report, No. 9616 Port Mol

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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 affecting this case.

image 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

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft 7 1/2 ins.

Was a damage report made by anyone else? If so, by whom? ✓

IRS, OR EXAMINATION AS PER RULE, FOR

Part Special Survey No 3done S.S. No 3

vessel placed in dry dock bottom and rudder cleaned, examined and coated. Freeboard verified.

recastle space (port side) chain locker, anchors, chain cables, steering gear, chains, blocks and pins, quadrant, tiller and steering gear and rudder examined. It was not considered necessary to drill the plating at this time.

several shell rivets in D strake on both sides and in after keel plate renewed. Rudder plating renewed, all paint stripped and and gudgeons rebrushed. Two lengths (30 ft) below Rule size

RY OF DAMAGE REPAIRS:- Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:-

Renewed
Removed and Fair or Repaired
Fair or Repaired in place

BEST CONDITION OF THE

efficient
State if Tanks have been examined inside no
State if Tanks now tested no
Bulkheads part. ex. efficient
Ceiling no
Cement or Asphalt (State which.) no
Rudder good
Steering gear and its connections no
Windlass no
Have pumps now been examined and found efficient? yes
Have Sluice Valves now been examined and found efficient? yes
Have Watertight Doors now been examined and found efficient? yes
Have Ventilators and their Coamings been examined and found efficient? yes
Air and Sounding Pipes ✓
Dblg. Plates under Sounding Pipes ✓
Engine Room Skylights good
Coal Bunkers, Open'gs, Lids, & part. ex. efficient
Oil Bunkers no
Scuppers good
Cargo Hatchways no
Hatches no
Planking of Wood Vessels no
Caulking ditto no
Treenails ditto no
Breasthooks & Stemson ditto no
Transoms, Painters & Crutches ditto no
Timbers of Frame at openings ditto no
Ditto Ditto at other places ditto no
Stringers, Clamps & Shells ditto no
Salting ditto no
Copper, or Y.M. of Wood Vessels (State if on Felt.) ✓
When put on, Month ✓ Year ✓
Boats good
Masts, Yards, &c. no
Condition, how ascertained from deck
(State if wedges removed) ✓
Sails ✓
Equipment letter 0
Anchors, No. of 3 13 15
Chain Locker yes
Cables (State if now ranged) yes
length 240 ft mean diam. 2 1/2"
Rule length 240 ft size 2 1/2"
Hawser & Warps Supp 5
Standing and Running Rigging good

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 classed without fresh record of survey, subject to indicated side plating being dealt with at owner's convenience. Notation of S.S. No 3 with

port and date being deferred until the survey has been completed. Repeating to be drilled when vessel is 36 years old or at vessel S.S. thereafter.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned

Fees applied for

28-1-1939

Received by me,

3-2-1939

Surveyor to Lloyd's Register of Shipping.

TUE 14 FEB 1939

Character assigned

Deferred for comp. 2nd No. 3

BS 1.39

Lloyd's Register Foundation

W 429-0131012

Size/
renewed (particulars stated on report) one anchor pin and
all chain connecting shackles pins renewed.
Port bawse pipe and deck plate renewed.
Shut plating doubled below three side scuttles in file
space (p.s). Windlass: - two piston rods, two valve spindles
and crank shaft pinions renewed and two guides & two
top end pins reworked: Hand steering gear crosshead renewed.
All center wood fore & after to main hatchways and to
bunker hatch on casing top renewed & twenty five hatch
wood covers renewed.

Examination for postponement of Comp^{ty} SS No 3.
The holds, bunkers, & 13 space, decks, masts, rigging,
general equipment, hatchways and supports, wood cover,
tarpsauline, battening arrangements, ventilators and & 13
space examined as far as practicable & found efficient.
The upper deck plating in tween deck bunkers is
thin in places and requires to be dealt with at the
completion of the Special Survey.

Temporary repair.
A small doubling plate (welded) fitted on deck plating in
tween deck bunker space (SS).

See Memorandum 12pt No 9392:

Vessel specially examined in dry dock and found no

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
58033	302	1 9/16	43 1/2	61 1/2	40-0-17	✓	1 9/16	302	Stud	✓	30/12/38, Cardiff, P. Smith S.C. Park
Iron Stream Chain or Steel Wire....											

signs of any damage to the bottom plating.

See Antwerp 12pt No 17603.

Nothing has been done at this time to the indented side
plating (p.s) now specially examined and found efficient.

Alterations:

A strongly built steel deckhouse fitted at after end of
forecastle (SS) (size 4-0 x 9-6 x height of file).
Steel deckhouse on port side of bridge deck extended 5-6
aft and efficiently supported at overhang.

Cont^d

"LUCKY"

Cont^d of Alterations.

A strongly built steel deckhouse fitted on bridge deck
(p.s) at side of casing (size 8-0 x 5-0 x height of casing).
Two steel bulkheads fitted in engine room in line with
existing companionway forming entrance to engine room
and engine accommodation, a hinged steel door
operated from both sides fitted in each bulkhead.
Tween deck bunker space:

13 bunker hatch (p.s) reduced in size to 3-7 x 2-10, opening at
after end of hatch (one frame space & breadth of hatch) closed by
a riveted plate, 3" coaming angle removed and replaced
by a 9" bulk angle, 2 1/2" wood cover, two tarpauline and
cheats, battens and wedges fitted.

Cross bunker hatch: 3" coaming angle at sides removed
and replaced by a 9" bulk angle; one wood fore & after,
7 x 7) 2 1/2" wood cover, two tarpauline, and cheats, battens
and wedges fitted:

One 6" diam cowd ventilator fitted on bridge deck aft (p.s)
coaming 16 x 7 1/2, wood plug and canvas cover fitted.

One sanitary discharge fitted from new accommodation
at after end of bridge deck (p.s) storm valve fitted.

One hinged steel door (p.s) in casing side to cross bunker
on bridge deck permanently closed.

Please see plans (two in number) forwarded 14/1/39.

To complete SS No 3.

All the Rules requirements remain to be complied
with excepting the examination of the vessel in dry
dock, forecastle space (p.s) chain locker, anchors, chain
ablers, steering rods, chains, blocks and pins, quadrant,
the hand steering gear, windlass and freeboard.

The Owner's Supt^t stated the Special Survey will
be completed before the expiration of the year of
space.

H. Q. Palmer.

Not attached.