

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25-1-1939 when handed in at Local Office 25-1-1939 Port of Grimsey
No. in Reg. Book. 78656 Survey held at Grimsey Date, First Survey 16-12-38 Last Survey 23-1-1939
(No. of Visits 12)

on the Wood, Iron or Steel "LUCKY"
TONNAGE:- Built at Campbelltown By whom Campbelltown S 136 When 1905 5
GROSS 1201 Owners African Continental S.S. Co. Ltd (if not already recorded in Appendix to Register Book).
UNDER DEK. 997 Managers Port belonging to Gibraltar
NET 214
Surveyed Afloat or in Dry Dock? both Name of Dock Demeter Quay Destined Voyage Spain
WB=CellDBorDBa 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.

Report, No. 9616 Port Mol

CHARACTER: * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Actual now expired.	Machinery and Boiler Surveys (including date of S.R. in any.)
<u>100A1</u>	<u>10.37</u>	<u>LMC 4.34</u>
<u>SS Skunk 3-4.26</u>	<u>135 9.37</u>	<u>TS 09 6.37</u>
<u>SS Skunk 2.34</u>		

Special 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 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? Yes
REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey No 3, Attractions

now done: S.S. No 3
Vessel placed in dry dock bottom and rudder cleaned, examined and coated. Freeboard verified.

recastle spaces (port side) chain locker, anchors, chain cables, steering gear, chains, blocks and pins, quadrant, tiller and steering gear and rudders 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 pintles skimmed and gudgeons rebrushed. Two lengths (30 pins) below Plate size

DESCRIPTION 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								

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Efficiency of Decks	<u>efficient</u>	<u>Good</u>	<u>When put on, Month Year</u>
Bulkheads	<u>partly efficient</u>	Engine Room Skylights	<u>Good</u>
Fastenings	<u>partly good</u>	Coal Bunkers, Open'gs, Lids, & Paints	<u>Good</u>
Plating	<u>efficient</u>	Oil Bunkers	<u>Good</u>
in way of sidelights	<u>efficient</u>	Scuppers	<u>Good</u>
Rudders	<u>good</u>	Cargo Hatchways	<u>Good</u>
Steering gear and its connections	<u>good</u>	Hatches	<u>Good</u>
Windlass	<u>good</u>	Planking of Wood Vessels	<u>Good</u>
Have pumps now been examined and found efficient?	<u>Yes</u>	Caulking	<u>Good</u>
Have Sluice Valves now been examined and found efficient?	<u>Yes</u>	Treenails	<u>Good</u>
Have Watertight Doors now been examined and found efficient?	<u>Yes</u>	Breasthooks & Stems	<u>Good</u>
Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Transoms, Painters & Crutches	<u>Good</u>
		Timbers of Frame at openings	<u>Good</u>
		Ditto Ditto at other places	<u>Good</u>
		Stringers, Clamps & Shells	<u>Good</u>
		Saltings	<u>Good</u>

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."

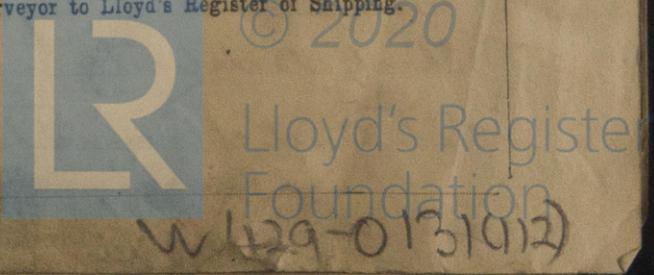
This vessel is eligible in my opinion to remain as classed without fresh record of survey, subject to indicated side plating being dealt with at owner's convenience. Notation of S.S. No 3 with

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

Survey Fee (per Section 28)	£	28	1	1939
Attractions	£	5	5	0
Special Damage or Repair Fee (if any) (per Sec. 29)	£			
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Received by me, S. L. Palmer
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned Deferred for comp. 2nd No. 3
8/1/39



K.R. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink or to cause it to show through to the other side.

size
 renewed (particulars stated on report) one anchor pin and all chain connecting shackle pins renewed.
 Post house pipe and deck plate renewed.
 Shell plating doubled below three side scuttles in file space (p.s.) Windlars: - 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^{tn} SS No 3.
 The hatches, bunkers & 13 space decks, mast, rigging, general equipment, hatchways and supports, wood covers, tarpaulins, 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 Memoranda 12pt No 9392.
 Vessel specially examined in dry docks and found so

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.			
	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.	Staturory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
58033	302	1 9/16	43 1/10	61 1/10	40-0-17	1 9/16	30	1 9/16	Stud	30/12/38, Crossley Heath 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

of Gymsby

"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 end bulkhead.
 Bunker deck bunker space.

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

Cross bunker hatch: 3" coaming angle at sides removed and replaced by a 9" bulb angle; one wood fore & after, 7x7) 2 1/2" wood cover, two tarpaulins, and cleats, battens and wedges fitted.

One 6" diam cowb 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, anchor chain, ables, steering rods, chains, blocks and pin, quadrant, the hand steering gear, windlass and freeboard.

The Owner's Supt^r stated the Special Survey will be completed before the expiration of the year of space.

H. Q. Palmer