

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th Sept. 39 When handed in at Local Office 16th Sept. 39 Port of NEWCASTLE-on-TYNE

No. in Survey held at Newcastle-on-Tyne Date, First Survey 9th Sept. 39 Last Survey 11th Sept. 1939

Reg. Book. 19288 on the Wood, Iron or Steel "AKELD" (No. of Visits)

TONNAGE:— Built at Loxscrow By whom Yarrow & Co. (1922) Ltd. When 1922 MONTH 4

GROSS 643 Owners Tyne Tees Steam Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DEK. 445 Managers Port belonging to Newcastle

NET 287 Surveyed Afloat or in Dry Dock? Afloat Name of Dock Gateshead Wharf Destined Voyage

Cell D Bor D Ba feet; u E & B feet; f feet }  
total capacity tons. FPT tons; APT tons; MT tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. (if for Special Survey, Date of last Survey and of Periodical Surveys.)	Machinery and Boiler Survey (including date of N.B., if any).
* 100 A1. #38	* LMC 3.35
SS SHL No 3 - 3.35	6.39
SS 401.39	6.39
Cargo battens not fitted	OL 11.38

N.B.—All alterations in the existing records of tanks should be inserted.

Last Report, No. 97795 Port N.W.C.

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

not required

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

## REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE REPAIRS & ISSUE OF INTERIM CERTIFICATE.

Damage stated caused by collision with ferry boat "HOOFINGENIEUR VAN ELSELINGER" in River Maas, Holland, on 7th Sept. 1939.

How done. Vessel examined afloat.

Damage repairs - Port side aft  
Boat platform - wood deck part renewed, + stringer plate faired in place.  
5 beams + 5 stanchions faired in place.  
1 lifeboat + boat chocks (ca S.S. "GATESHEAD") fitted  
Forward davit, davit socket, blocks + tackle renewed.  
After davit removed, faired + refitted  
A few minor repairs effected see sheet 2.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	/	/	/	/	/	/	/	Repairs effected to boat deck, davits, + lifeboat.
Removed and Faired or Repaired	/	/	/	/	/	/	/	
Faired or Repaired in place	/	/	/	/	/	/	/	

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Belt.)	
Decks <u>parts examd. efficient</u>	Bulkheads	When fitted, Month	Year
Caulking of Decks	Ceiling	Boats	<u>good</u>
Coamings	Cement or Asphalt	Masts, Yards, &c.	
Beams & Fastenings <u>do. efficient</u>	Rudder	Condition, how ascertained (State if wedges removed)	
Outside Plating <u>do. do.</u>	Steering gear and its connections	Equipment letter	
Frames <u>parts examd. efficient</u>	Windlass	Anchors, No. of	
Reverse Frames	Have pumps been examined and found efficient?	Cables (State if now ranged)	
Longitudinals	Have Sluice Valves been examined and found efficient?	" length (on board) mean diamr.	
Transverses	Have Watertight Doors been examined and found efficient?	" Rule length size	
Floors	Have Ventilators and their coverings been examined and found efficient?	Chain Locker	
Keelsons	Air and Sounding Pipes	Hawsers & Warps	
Stringers	Doubling Plates under Sounding Pipes	Standing and Running Rigging	
Inner Bottom Plating		Sails	
Have the Tanks been examined internally? <u>no</u>			
Have the Tanks been tested? <u>no</u>			

## General Observations, Opinion as to Class, Recommendation, &c.:

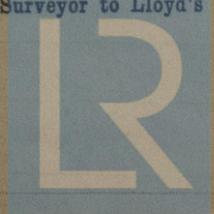
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 is eligible in my opinion to remain as classed, without fresh record of survey, subject to shell plating, framing etc. in way of forecaskle (p.s.) being permanently repaired at first convenient opportunity.

Survey Fee (per Section 29)	£	Fees applied for, <u>118 SEP 1939</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, <u>G. Campbell</u>
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	

Committee's Minute TUE 26 SEP 1939  
Character Assigned As now Subject No

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation  
W 472-0108(112)



