

JUN 19 1940

No. 114350

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report

When handed in at Local Office

Port of

Date, First Survey

Last Survey

8/6/1940

No. in
Reg. Book.

Survey held at

Birkenhead

(No. of Visits)

22

29091

on the Wood, Iron or Steel

S.S. "MANSEPOOL"

TONNAGE

GROSS 4894

UNDER DEK 4619

NET 3045

Built at

West. Hartlepool

By whom

W. Gray & Co. Ltd.

When

1928

2

Owners

Pool Shipping Co. Ltd.

Owners Address

(if not already recorded in Appendix to Register Book)

Managers

Sir R. Roper & Co. Ltd.

Port belonging to

West Hartlepool

Surveyed Afloat or in Dry Dock?

Yes

Name of Dock

Birkenhead D.D. Destined Voyage

Cell D B or D Ba

feet; U&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.

2643 Port Gth

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

CHARACTER. % for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.P., if any).
+100A.1 10.39	+L.M.C. 6.36
S.S. BRY. N°2.36	B.S. 10.39
	TS(C.L.) 8.38

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 not Required

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

Owners Roper & Co. Ltd.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage & Completion for Special Survey N°3

Damage stated to have been caused by striking the Quay & started entrance light in Constantia Harbour for the 3rd March 1940.

- see Constantia Report N°13 -

Now done:-

Vessel placed in dry dock, sheeplating & Rudder examined & placed in good condition & renovated

Damage Repairs

Rudder stock remain piece badly twisted - now Renewed

Forging reports herewith attached

Marks verified from certificates found correct.

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Paired or Repaired

Paired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

" " in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Ceiling

Cement

Rudder

Steering gear and its connections

Windlass

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

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

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 N° 1-38."

This vessel as far as now seen is in efficient condition & eligible in our opinion to remain as now classed with fresh Record of Survey 6.40 & to have the notation of S.S. BRY. N°3. 6.40, subject to temporary repairs to stern frame at heel being specially examined at the next dry docking & to Rudder stock at top in way of the quadrant being examined in about 12 months time

Survey Fee (per Section 20)	22	0	0
Special Damage or Repair Fee (if any) (per Sec. 20)	21	0	0
Travelling Expenses (if chargeable)	4	4	0
Second Surveyor's Fee (if any)			

Fees applied for,

1.3 JUN 19 1940

Received by me,

19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100A1, Subject: HM.

S.S. No. 3-6.40.

M.S.T. 1.40.

+L.M.C. 10.39



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Lloyd's Register

Foundation

W65 0093(127)

Completion of Special Survey No 3 (see Cardiff Report No 53, 283)

Examined Holds, decks, tween decks, bunkers (except side bunker pockets, port starboard sides) chain locker, anchors, chain cables, fore peak tank internally, fore peak spaces, after peak spaces, all double bottom tanks internally (except dry tank under engine boilers) plating below side lights, hatchways, covers, supports, tarpaulins, cleats lashing arrangements, air & sounding pipes, masts rigging (or dories) steering gear, ventilators, pumps, watertight doors, equipment, foreboard & boats. all double bottom tanks (except tank in way of the side pocket bunkers, port starboard sides) & fore & after peak tanks tested to rule requirements.

Scaling lumber boards lifted in loads stacked as found necessary.
It was not considered necessary to drill the sheeplate at
this time.

Repairs Near Sea

one plate, l.d in stockhold buckhead fully doubled
Rest angle on bunker hatch (aft) in twin decks removed
cement in double bottom tanks & cement chocks removed
as found necessary.

Several dead birds in nos Double bottom tank Renewed
about 30 hatch covers Renewed

Two C.R. ventilators repaired as found necessary.
Sanding minor repairs

In the attention of Inward.

See private letter to Dr. Montgomery dated 22nd May 1940. — If it is necessary to drill a hole in the reader stand for lifting purposes one would expect it to be above the level of the quadrant. The hole in the new stand is at a similar position to that of the condemned stand. It was not possible to lower the quadrant to clear the hole owing to the Taylor-Pallister Brake being fixed between the stand and quadrant.

G. L. L.

Stem frame fractured at heel & bent over to port about 4 1/2" from the 19 ft mark

Stem frame faired in place & afterwards annealed. Franchise
at heel cut out & built up with E.W. & slab cheek plates
fitted at sides & bottom & stiffened fore & starboard sides by
horizontal webs. Stem frame scaled & carefully examined &
found satisfactory. Stem frame gudgeons lined out, bored out
& all gudgeons rebushed & found satisfactory.

New Rudder, main piece & quadrant fitted in place & found satisfactory.

Rudder trunk at tip, starboard side, cropped & part renewed
Rudder quadrant rollers & bearing surfaces on deck overhauled
& adjusted as found necessary.

Repairs examined on completion found satisfactory.

Steering gear laid under working conditions & found satisfactory.
It was recommended that the temporary repairs to the stern
frame at the keel be specially examined at the next dry
docking.

The horizontal lifting hole through the Rudder stock at the top has now been effectively closed by the fitting of a fitted rivet on account of the boss of the quadrant when fitted coming in way of the hole. It was recommended that the Rudder stock at top

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

Number of Certificate.	Anchors. 米	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	...													5000		5000
2nd "	...													20		20
3rd "	...													20		20
Collective Weight.	...													20		20
Stream													10		10
Kedge													20		20

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

[illegible]

in way of the quadrant. be examined in about 6 to 12 months time.

