

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 11<sup>th</sup> Oct. 1933 When handed in at Local Office 11 OCT. 1933

Port of NEWPORT, MON.

No. in  
Reg. Book.

Survey held at NEWPORT, MON.

Date, First Survey 29<sup>th</sup> Sept Last Survey 7<sup>th</sup> Oct 1933  
(No. of Visits 4)

25802 on the Wood, Iron or Steel Sc. "FERNMOOR."

TONNAGE

Built at

Newcastle

By whom

H. H. Blud S.B. Co. Ltd.

When

YEAR.

MONTH.

1922

9

GROSS

5812

UNDER DK.

5548

NET

3666

Owners

Moore Line, Ltd.

Managers

W. Runciman &amp; Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to London.

Surveyed ~~in~~ in Dry Dock? ~~D. Dock~~ Name of Dock Eastern D. Dock (1) Destined VoyageWB=Cell DBorDBa 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.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3527 Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. Not reqd.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

On account of damage stated to have been sustained by vessel grounding in the Humber River on the 16<sup>th</sup> Feb. 1933.

Vessel placed in dry dock. Bottom, Rudder, cleaned examined and recoated. Rudder pinholes tested, steering engine opened out and examined, &amp; found in order. steering chains annealed, tested, &amp; found satisfactory.

Decks, Hatches, Ventilators &amp; Coamings, &amp; general equipment examined &amp; found in order.

Sheepplate F. 8 on Port side, welding examined &amp; found efficient.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	No	Dbing. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
Caulking of Decks		State if Tanks now tested		Engine Room Skylights		(State if on Fell).	
Coamings		Bulkheads		Coal Bunkers, Open'gs, Lids, &c.		When put on, Month	Year
Beams & Fastenings		Ceiling		Scuppers		Boats	Good
Outside Plating	Good	Cement or Asphalt		Cargo Hatchways		Masts, Yards, &c.	
Breasthooks		(State which.)	Good	Hatches		Condition, how ascertained	Exam. for 0
Transoms		Rudder		Planking of Wood Vessels		(State if wedges removed)	
Frames		Steering gear and its connections		Caulking	ditto	Sails	
Reverse Frames		Windlass		Treenails	ditto	Equipment letter	
Longitudinals		Have Pumps now been examined and found efficient?		Breasthooks & Stomson	ditto	Anchors, No. of	3 B. 1 S.
Transverses		Have Sluice Valves now been examined and found efficient?		Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Floors		Have Watertight Doors now been examined and found efficient?		Timbers of Frame at openings	ditto	length	size
Keelsons		Have Ventilators and their Coamings been examined and found efficient?		Ditto ditto at other places	ditto	(on board)	size
Stringers				Stringers, Clamps & Shells	ditto	Rule length	size
Inner Bottom Plating				Salting	ditto	Hawser & Warps	Good
				(State if examined.)		Standing and Running Rigging	

General Observations, Opinion as to Class, Recommendation, &amp;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 and pTND24, &amp;c."

This vessel so far as now seen is eligible in my opinion to remain as classed with fresh Record of Survey 10.33 Subject to sheepplate F. 8. P. Side (E.W.) being specially examined next dry docking.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage & Repair Fee (if any)	£	2.	2.	11 Oct. 1933
Travelling Expenses (if chargeable)	£	:	:	Received by me.
Second Surveyor's Fee (if any)	£	:	:	23.10.1933

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 24 OCT 1933

TUE 9 JAN 1934

Character Assigned

100A  
sheepplate F. 8. P. Side  
subject

S. 10.33

W612-0157

Lloyd's Register  
Foundation