

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of...
No. in Reg. Book. Survey held at North Shields Date, First Survey 31 Oct. Last Survey 6 Nov 1925
(No. of Visits 6)24/85 on the Wood, Iron or Steel & 3 Mst. Sr. MONEYSPINNER
TONNAGE:- Built at Dundee By whom Dundee S.B. Co. Ltd. When 1918
GROSS 961 Owners British Dominions S.S. Co. Ltd. Owners' Address
UNDER DEK. 686 Managers Port belonging to Goole
NET 455Surveyed in Dry Dock? Yes Name of Dock Smiths Dock Co. Destined Voyage
WB=CellDBorDBa 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. 45624 Port CFF

(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. To Owners representative. Not required.

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 1 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, stated to have been caused by collision with the S.S. NERMA at Denia on October 12th 1925, by grounding at Denia on the same date, and grounding on the Bar whilst leaving Denia on the 13th October 1925
Now done:- Vessel placed in dry dock. Bottom & rudder cleaned, examined & recoated on completion of repairs. Rudder lifted & pintles examined.

Damage repairs:-

Collision damage: Starboard side of forecastle. N°3 plate in forecastle sheerside renewed, N°2 plate removed fained & refitted, N°1 plate fained in place. N°1 plate in sheerside below forecastle sheerside fained in place. 6 forecastle frames fained in place. Defective rivets in stinger angle & waterway angle renewed. Forecastle wood deck part caulked & payed.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	10	6						As per report
Removed and Fained or Repaired	10	13						
Fained or Repaired in place								

PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks do	State if Tanks now tested As per report Yes	Engine Room Skylights	(State if on Felt.)
Coamings do	Bulkheads Good	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Beams & Fastenings do	Ceiling do	Scuppers	Boats Good
Outside Plating do	Cement or Asphalt (State which.) do	Cargo Hatchways	Masts, Yards, &c. do
Breasthooks	Rudder do	Hatches	Condition, how ascertained from deck
Transoms Good	Steering gear and its connections do	Planking of Wood Vessels	(State if wedges removed)
Frames	Windlass do	Caulking ditto	Sails
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of 38 15 1K
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors Good	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	length size (on board)
Keelsons do		Ditto ditto at other places ditto	Rule length size
Stringers do		Stringers, Clamps & Shells ditto	Hawser & Warps Stated complete
Inner Bottom Plating do		Salting ditto	Standing & 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 notation of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to remain as now classed with fresh record of survey Shl 11-25.

Survey Fee (per Section 29) £	Fees applied for, 12 NOV 1925
Special Damage or Repair Fee (if any) (per Sec. 29) £ 8 : 8 : 0	Received by me, 11/25
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

Committee's Minute TUES. 17 NOV 1925

Character Assigned 1000A
Cargo battens not fitted

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

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W654-0035 1/2

— 5/5 MONEYSPINNER —

Cement in waterway renewed as necessary. A few minor repairs effected.

Grounding damage:

Flat plate keel, N^o 1 + 10 removed faired + refitted. N^o 5 + 9 faired in place.

Shell plates, starboard side. A stake N^o 2 + 6 removed faired + refitted. N^o 4 + 5 faired in place. B stake N^o 3 + 10 removed faired + replaced + N^o 5 + 7 faired in place. C stake N^o 1 faired in place.

Shell plates, port side. A stake N^o 7 removed faired + refitted, N^o 2 faired in place. B stake N^o 9 + 10 removed faired + refitted.

6 intermediate ice frames, starboard side, removed faired + refitted.

Double boundary angles starboard side of collision bulkhead released + faired in place.

Bunker bulkhead boundary angle, port side faired in place.

Double boundary angles, port side of ~~stake~~ bulkhead faired in place. 2 floor bottom bars port side + 2 on starboard side faired in place.

5 intercostal shell angles starboard side + 4 on port side removed faired + refitted.

In N^o 2 tank, 16 tank margin lugs on port side + 4 on starboard side removed + re-riveted.

Cement in way of repairs renewed as necessary.

H rudder gudgeons rebushed.

Steering chains annealed, replaced + adjusted.

Fore peak, + N^o 1 + 2 double bottom tanks tested under water pressure to rule requirements on completion of repairs, with satisfactory results. Bottom in way of Engines + boilers + cross bunker flooded + shell plating examined. A few minor repairs effected.

Y.B.C.



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W654-0035 1/2