

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22/7/1940 When handed in at Local Office 24/7/1940 Port of Manchester  
No. in Reg. Book 85846 Survey held at Manchester Date, First Survey July 8d Last Survey July 18d 1940  
(No. of Visits 6)

on the Wood, Iron or Steel M.V. VINEMOOR  
TONNAGE:— Built at Sunderland By whom W. D. O'Connell & Sons Ltd. When 1924 YEAR. MONTH. 9  
GROSS 4359 Owners Moor Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK. 4070 Managers Runciman Shipping Co Ltd. Port belonging to London  
NET 2639

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Manchester Destined Voyage (signature)  
Cell DBor DBa 100 feet; uE&B 100 feet; f 100 feet  
total capacity tons. FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 24242 Port Npt.

(Periodical 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 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 ☒

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Conclusion & Interim Certificate

Now done: Vessel placed in drydock; bottom & rudder cleaner, examined & rewatered. Weather decks, hatchways, casings, ventilator coverings, windlass, steering gear & holds generally examined as far as practicable & found satisfactory. Minor repairs effected to bottom riveting & caulking. The following tanks were tested on account of reported leakage: Forepeak, Nos 1, 2, 3 & 4 D.B. tanks & the fresh water tank in the engine room. As a result of these tests the following repairs have now been effected.

Forepeak: No 1 shell plate in 3rd strike below shelter deck sheerstrake found fractured. Fracture removed & electrically welded & an efficient riveter doubling plate fitted in way. Small fracture in forepeak bulkhead (star side) electrically welded & an efficient riveter doubling plate

SUMMARY 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								

PRESENT CONDITION OF THE			
Decks	(P-20) Good	Bulkheads	(P-20) Good
Caulking of Decks	" "	Ceiling	" "
Coamings	" "	Cement or Asphalt	✓
Beams & Fastenings	" "	Rudder	Good
Outside Plating	" "	Steering gear and its connections	(P-20) Good
" " in way of sidelights	Not done	Windlass	" "
Frames	(P-20) Good	Have pumps been examined and found efficient?	No
Reverse Frames	" "	Have Sluice Valves been examined and found efficient?	No
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	No
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes
Floors	(P-20) Good	Air and Sounding Pipes	(P-20) Good
Keelsons	" "	Doubling Plates under Sounding Pipes	(P-20) Good
Stringers	" "	Engine Room Skylights	Good
Inner Bottom Plating	" "	Coal Bunkers, Openings, Covers, &c.	✓
Have the Tanks been examined internally?	See report	Oil Bunkers	Not done
Have the Tanks been tested?	See report	Scuppers	(P-20) Good
		Cargo Hatchways	Good
		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 Bell.)	
		When fitted, Month	✓ Year ✓
		Boats	(P-20) Good
		Masts, Yards, &c.	" "
		Condition, how ascertained	From deck
		(State if wedges removed)	
		Equipment letter	✓
		Anchors, No. of	3/3-15
		Cables (State if now ranged)	No
		" length	on board mean diameter
		(on board)	Stated complete
		" Rule length	size
		Chain Locker	Not done
		Hawsers & Warps	Sufficient
		Standing and Running Rigging	(P-20) Good
		Sails	✓

## General Observations, Opinion as to Condition, 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 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, so far as now seen, is in good & efficient condition & eligible in my opinion to remain as now classed in the Register Book with fresh record of Survey 7,40 subject to permanent repairs being effected to stem & bottom plating on account of grounding & collision damage at the first convenient opportunity.

Survey Fee (per Section 20) £ 5  
Special Damage or Repair Fee (if any) £ 5  
Travelling Expenses (if chargeable) £ 0  
Second Surveyor's Fee (if any) £ 0

Committee's Minute

Character Assigned

FRI. 9 AUG 1940

100% Subject

Surveyor to Lloyd's Register of Shipping.

L

Lloyd's Register Foundation

W92-0060



Now done (cont.) fitter in way.

Nº2 tank. One length suction hose to Nº1 D.B.-tank renewed.

One gusset angle (P+S) cut off & riveted. Defective rivets renewed in tank margin angle (P.S. fwd.). One air pipe repaired.

No 3 tank. 8 rivets - canker in way of deep tank top. 5 defective rivets in way of port hotkey boiler foundation angle to tank top. - canker & electrically welded.

Ford. aff. dani. 35 rivets on port side - caulked. 6 rivets on star side  
renewed & 31 - caulked.

Fresh water tanks (E.R.) One gusset angle cut off & re-riveted. 3 gusset angles in way of chain tanks on tank top (S.S) removed & continuous gusset plate fitted in place. Tank side lugs to bridge brackets in way re-riveted. Four rivets renewed in tank side angle (P.S)

For copper dam  $\text{Hm} = 150$  rivets - caulker in boundary angles.

No 4 tank. Four tank side angles & two gusset angles (5.5) cut off & rewelded. A number of defective rivets in tank top renewed.

A copy of the Intern certificate issued is attached herewith.

S.R.L. Sides & bottom plating damaged due to grounding & collision  
escrower & found to remain efficient. Minor repairs effected  
to sweating & caulking.

W. S. W.

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

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.