

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 13th 1917 When handed in at Local Office July 14th 1917 Port of Genoa
Date, First Survey July 5th Last Survey July 4th 1917

No. in Reg. Book 89 Survey held at Genoa By whom S. S. Carmarthen Master G. Roberts
on the Wood, Iron or Steel When 1916 - 17

TONNAGE:—
GROSS 4262 Built at W. Hattepool Port belonging to Cardiff
UNDER DE. 4018 Owners Ferkins Bros
NET 2690 Owners' Address (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Genoa Harbour Destined Voyage Barry Dock
B=CellDBorDBa feet; uE&B feet; f feet; 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, and of the inner bottom plating, especially in the boiler space.

CHARACTER.	Year Assigned	Machinery and Boiler Surveys (including date of E.R., if any).
+100 A. 11. 16		+L.M.C. 11. 16

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 in 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 summarized 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.

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 Damage through striking a submerged object, of a nature unknown.

This vessel is said to have struck an unknown submerged object on the 24th of June near Las Abornigas on the Spanish coast on a voyage from Gibraltar to Livorno & Genoa. An examination was made by a diver who reports considerable indentations on the port side under the fore-castle, on the starboard side in way of No 2 hatch under the bridge keel, where the longitudinal seam of plate is leaking, also sundry indentations in the same position under No 5 hatch.

A general examination made in the hold & peaks, also in the inside of the tonnage bottom tanks & the cement found broken & floors buckled & these plates set up as notified by the diver. The leaking seams in the No 2 hold on the

Summary of Damage Repairs:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—																																	
Renewed																																									
Removed and Faired or Repaired																																									
Faired or Repaired in place																																									
PRESENT CONDITION OF THE	Stringers <u>good</u>	Inner Bottom Plating <u>good</u>	State if Tanks have been examined inside <u>Yes</u>	State if Tanks now tested <u>No</u>	Bulkheads <u>good</u>	Ceiling <u>good</u>	Cement or Asphalt <u>broken in places</u>	Rudder <u>good</u>	Steering gear and its connections <u>good</u>	Windlass <u>good</u>	Have Pumps now been examined and found efficient? <u>No</u>	Have Sluice Valves now been examined and found efficient? <u>No</u>	Have Watertight Doors now been examined and found efficient? <u>No</u>	Dblg. Plates under Sounding Pipes <u>not seen</u>	Engine Room Skylights <u>good</u>	Coal-Bunkers, Open'gs, Lids, &c. <u>good</u>	Scuppers <u>good</u>	Cargo Hatchways <u>good</u>	Hatches <u>good</u>	Planking of Wood Vessels <u>ditto</u>	Caulking <u>ditto</u>	Tree-nails <u>ditto</u>	Breasthooks & Stomson <u>ditto</u>	Transoms, Painters, & Grutes <u>ditto</u>	Timbers of Frame at openings <u>ditto</u>	Ditto ditto at other places <u>ditto</u>	Stringers, Clamps & Shells <u>ditto</u>	Salting (state if examined.) <u>ditto</u>	Copper, or T.M. of Wood Vessels (state if on Boat.) When put on, Month Year	Beats <u>good</u>	Masts, Yards, &c. <u>good</u>	Condition, how ascertained <u>from 8th</u>	(state if ledges removed) <u>No</u>	Sails <u>good</u>	Equipment letter <u>30. 10. 16</u>	Anchors, No. of <u>30. 10. 16</u>	Cables (state if now ranged) <u>No</u>	length (on board) size	Rule length size	Hawser & Warps <u>good</u>	Standing & Running Rigging <u>good</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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is in a safe & seaworthy condition & eligible in my opinion to remain as classed, subject to her being taken home light & to permanent repairs being done to the bottom on arrival.

Fees (per Section 28)	£ 100.00	Fees applied for, July 12 th 1917
Damage or Repair Fee (if any) per Sec. 29	£ 6.00	Received by me, Francis Pulton
Printing Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute FRI 20 JUL 1917
Character Assigned Deferred for perm. repr.
Wick Bay Rpt. Bay 20.7.17



