

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27 Aug 40 When handed in at Local Office 28/8/40 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 76913 Survey held at Blyth Date, First Survey 5 Aug Last Survey 19 Aug 1940 (No. of Visits 9)

Tonnage:— Built at Sunderland By whom S. P. Austin & Son Ltd When 1938 9
GROSS 1571 Owners London Power Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 1153 Managers Stephenson Clarke & Associated Coys. Ltd Port belonging to London
NET 913Surveyed Afloat or in Dry Dock? yes Name of Dock Blyth Dock No. 10000
Cell DBord DBa feet; uE&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. 53085 Port Off

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

CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 9.39 +LMC. 9.38
CL 9.39

Cargo battens not fitted

Periodical Surveys, when held, must be reported in detail and seriatim 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 yes. not reqd.

Society's Freeboard (if assigned) as painted on Ship and now verified 5 4 3/4 ins.

No. of hours spent.

Was a damage report made by anyone else? If so, by whom? Yes. Underwritten for.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been sustained through enemy aerial action on 27th July 1940 off Flamborough Head while southward bound in convoy.
how done Damage— Keel plates in dry dock. Bottom and rudder cleaned, examined, placed in good order and coated. Rudder lifted. Fore Peak tank examined internally and listed on completion of repairs.Repairs Damage— The following badly indented shell plates, removed, faired & refitted—
Port side— E 1.2, F 1.2, G 1.2. Starboard side E 1, F 1
Main frames— Nine main frames Port side and seven, Starboard side— set in, removed, faired and refitted. One slightly set in main frame, port side, faired in place.
Five buckles beam knees, port side, removed, faired & refitted.
Two bent beams, main tank top plating No. 6.7 removed, faired & refitted.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	8	16			5			And as stated
Removed and Faired or Repaired		1				3 Tank top Plating		
Faired or Repaired in place								
PRESENT CONDITION OF THE								
Boats	good.							Copper, or I.M. (State if on belt.)
Walking of Decks	good.							When fitted, Month Year
Paintings	good.							Boats good
Beams & Fastenings	Part ind. good.							Masts, Yards, &c. good
Outside Plating	good							Condition, how ascertained from deck (State if wedges removed)
" " in way of sidelights	Part ind. good							Equipment letter 2 B. 15.
Frames	good							Anchors, No. of
Reverse Frames	good							Cables (State if now ranged) no
Longitudinals	good							" length mean diam. (on board)
Transverses	good							" Rule length size
Floors	good							Chain Locker
Keelsons	good							Hawsers & Warps Sufficient
Stringers	good							Standing and Running Rigging good
Inner Bottom Plating	good							Sails
Have the Tanks been examined internally?	Peak							
Have the Tanks been tested?	Peak							

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 ss No. 1-38."

This vessel is, in my opinion eligible to remain as now classed with fresh record of survey 8.40

Survey Fee (per Section 20) £ 9 9 0
Special Damage or Repair Fee (if any) (per Sec. 20) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for,

131 AUG 1940

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI 13 SEP 1940

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Lloyd's Register Foundation

S/S. Joseph SwanFore Peak Tank Top Plating -

Slightly buckled port stringer plate, centre plate and adjoining plate, faired in place. Stringer angle in way, faired in place.

Upper stringer - slightly buckled nose plate, faired in place. 2 shell lugs removed faired & one faired in place.

Port & starboard stringer plates, buckled, removed, faired & refitted.

Three bent beams, below stringer No 5.7.9, removed, faired & refitted.

Beam Brackets (under stringer) 4 brackets (2P.28) renewed and seven brackets each side, P.S. removed, faired & refitted.

Internal riveting in fore peak, hammer tested, slack rivets in 7 bracket knees on starboard side renewed and several odd slack rivets renewed.

Port anchor cable, Port hawse pipe, removed for access and afterwards replaced. Shell clear of fore peak tank hose tested on completion.

How-done Condition

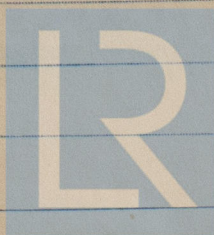
Vessel examined in dry dock for Damage. General examination also made of Decks, casings, hatches, hatchways, ventilators, steering gear, windlass, holds and equipment and all found in good order.

Annual Freeboard survey also carried out. (Noted. A.R. 10.9.40)

Rudder riser plate renewed. Starboard anchor chain pipe patched where locally wasted. 4 wood hatch covers renewed and a few making up pieces fitted. A few minor repairs effected.

J.

L.B. 11



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