Rpt. 8.

(Received at London Office 16 AUG 1935) No. 92839

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14/8/ 1935 When handed in at Local Office 15 AUG 1935 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 2317 Survey held at North Shields Date, First Survey 4/6/35 Last Survey 8th August 1935 (No. of Visits 23)

~~23103~~ on the ~~Wood, Iron or~~ Steel Screw "CLYDEFIELD".

TONNAGE:— GROSS 6458 UNDER DK. 6052 NET 3916

Built at Glasgow. By whom D.&W. Henderson & Co When 1928 YEAR 4 MONTH

Owners Hunting S.S. Co Ltd. Owners' Address — (if not already recorded in Appendix to Register Book)

Managers Hunting & Sons Ltd. Port belonging to Newcastle.

Surveyed Afloat or in Dry Dock? Yes Name of Dock Smiths Dock. Destined Voyage —

WB=Cell D B or D B a ____ feet; u E & 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. 104757 Port Liv

(Periodical Surveys, when held, must be reported in detail and seriatim 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

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

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100.A1-12-34		+L.M.C.-3.33.
Carrying petroleum in bulk. Navigation limited		O.B.S.-1.34
		T.S.(C.L.) 11.34
framing at bottom at dock.		
S.S. & Rud No 1-33		

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 5½ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR LENGTHENING, CONDITION & S.R.List.

LENGTHENING. Please see London Letters of various dates re. Classing & Equipment.

NOW DONE:- Vessel placed in dry dock with the fore end facing the dock entrance.

Three sets of sliding ways, one on centre line & one each on port & stbd. sides erected under the fore end of the vessel. The shell plating, decks, longitudinal bulkheads, girders &c cut at ends & openings in way of the original hold frames. Four sets of quadruple block tackles operated by two treble block tackles from the dock gate winches rigged under the vessel for purpose of pulling the fore end apart from the after end. The initial movement of the fore part was carried out by hydraulic jacks on the bottom & at the gunwale bars & operated only until the ends of shell & deck plating were cleared. Thereafter the movement was

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								(P.T.O)
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	—	Air and Sounding Pipes	—	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	good	State if Tanks now tested	See Report	Dblng. Plates under Sounding Pipes	—	(State if on Felt). When put on, Month — Year —	
Coamings	good	Bulkheads	good where seen	Engine Room Skylights	good	Boats	—
Beams & Fastenings	good where seen	Ceiling	—	Coal Bunkers, Open'gs, Lids, &c.	good	Masts, Yards, &c.	good
Outside Plating	good	Cement or Asphalt (State which.)	—	Oil Bunkers	—	Condition, how ascertained	from deck
„ „ in way of sidelights	—	Rudder	good	Scuppers	—	(State if wedges removed)	—
Breasthooks	—	Steering gear and its connections	—	Cargo Hatchways	good	Sails	—
Transoms	—	Windlass	—	Hatches	good	Equipment letter	af
Frames	good where seen	Have pumps now been examined and found efficient?	—	Planking of Wood Vessels		Anchors, No. of	38. 15.
Reverse Frames	—	Have Sluice Valves now been examined and found efficient?	—	Caulking ditto		Chain Locker	—
Longitudinals	good where seen	Have Watertight Doors now been examined and found efficient?	—	Treenails ditto		Cables (State if now ranged)	No
Transverses	do	Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stemson ditto		„ length (on board) — mean diamr. —	
Floors	do			Transoms Pointers, & Crutches ditto		„ Rule length size	
Keelsons	do			Timbers of Frame at openings ditto		Hawser & Warps	Sufficient
Stringers	do			Ditto Ditto at other places ditto		Standing and Running Rigging	good
Inner Bottom Plating	—			Stringers, Clamps & Shelfs ditto			
				Salting (State if examined.) ditto			

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 notations of *ss No.* 1–24 and pt ND 24, &c."

This vessel, so far as now seen, is in efficient condition & eligible, in my opinion, to remain as classed with fresh record of survey 8-35 subject to stbd. keel plates aft (E.W. 5-33, 1-34 & 6-35) & (E.W. 8-35) respectively being renewed at next dry docking.

Survey Fee (per Section 29) £ 75 — —

alteration Sur Ltr 35/11/35 £ 5 : 0 0

Special ~~Damage or Repair~~ Fee (if any) (per Sec. 29) hybrid measurement £ 1 8 : 0 0

Travelling Expenses (if chargeable) Report 92726 £ : :

Second Surveyor's Fee (if any) : :

Fees applied for, 15 AUG 1935 19

Received by me, 30-11-1935 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 AUG 1935 TUE. 11 AUG 1936

Character Assigned 100 A1 subject Carr: pet: in bulk Dble Equip Ltr Jan '35 DBS 8 35

002101-002108-0099 1/2

(The Surveyors are requested not to write on or below this line. For Committee's Minute.)

In Certificate required? If so, to be sent to

performed by the blocks & tackles until the fore end was in the required position for the erection of the new tanks 30'6" in length. The transverse & longitudinal bulkheads, the longitudinals & the transverse framing for the new tanks previously prepared in the yard, in accordance with the enclosed plans, were then erected in position and the shell & deck plating, of scantlings the same as the original vessel, lifted from the ship. The bulwark plating was filled in & the fore & aft gangway connected up. On completion of the work the new tanks were tested by a head of water 8'0 above the top of the hatchways & the old tanks immediately forward & abaft of same tested by flooding to the top of the hatchways and found satisfactory. The workmanship throughout is good. The materials used in the construction of the new tanks has been tested in accordance with the requirements of the Rules.

Plans enclosed.

Top & bottom girders on Centre line.- New O.T. Wing Bulkheads.- New O.T. Transverse Bulkheads — New Transverses — Stringers in New Tanks.

EQUIPMENT:- One bower anchor and 452 fathoms of stud link cable have been placed on board & verified with certificates. 90 fathoms of 5" S.W. Rope has also been supplied. For particulars of new anchor & cable see table below. The smallest bower anchor 59-0-7 in weight, together with its certificate has been placed on shore.

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, ~~Ex. Stock~~ Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower ...																
	2nd "																
24766	3rd "	69	-	-	-	-	-	53	5	-	-	-	-	-	Byres Stockless	-	Low Walker 8/8/35 A.G.
	Collective Weight.																
	Stream																
	Kedge.....																

If Patent state name of Patentee. If Stockless, state Mechanical Tests

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable. Supplied.	Per Rule.	Length and size per Rule. Length.	Diam.	Description.	Makers of Cables.	When and where tested and Superintendent.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
36299	452	2 3/16	96.25	134.75	121-1-7	-	-	-	Stud Link	-	Cardiff 12.7.35. L.L.W.
Iron Stream Chain or Steel Wire....											

Weight of anchor head including pins 44-3-14

Anchor previously tested at Sunderland. Certificate No 31915.

Cable previously tested & marked L.P.H.S. 9501. L.P.H.T. 59589.

A. A. [signature]

(See Sheet 2)

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.

Rpt. 9a.

2.

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 92839 dated 8 August 1935 on the

S.S. "CLYDEFIELD".

CONDITION:- Vessel placed in dry dock, the bottom & rudder cleaned examined & found or placed in good condition & coated. Rudder lifted, rebushed & refitted. Weather decks, hatch ventilator coamings & covers, deck & general equipment found in order.

REPAIRS:-

Nos 1 & 2 Keel plates from forward removed — A strake No 1 (P) and 1 (S) from forward removed, faired & refitted — 6 floor ends in way faired in place. — 4 intercostal bottom angles in way removed, faired & refitted. — Defective shell rivets & caulking made good.

S.R. LIST:- The starboard keel plate aft (E.W. 3-33 & 1-34) found fractured in way of weld & a slight fracture also found on the port keel plate aft. The riveting at the after part of these plates has been cut out, the plates fired & closed to the stern frame & re-riveted and the electric welding cut out & re-welded. It is submitted this welding be again examined next docking.

FREEBOARD:- The vessel has been remeasured for freeboard on account of the alterations now effected. The new freeboards verified & cut in on the vessels sides & new certificates issued.

REGISTERED DIMENSIONS & TONNAGES.

The registered length & tonnages have been amended as follows.

Registered Length = 450.5'
Gross Tonnage = 7365.24
Under deck " = 6577.70
Net " = 4328.63

A. A. [signature]

30.8.35

5m.12.34.

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