

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 23 Sept 1952 When handed in at Local Office... 23 Sept 1952 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at NEWCASTLE-ON-TYNE Date, First Survey 18th July Last Survey 16th September 1952
 Reg. Book. 54169 on the Wood, Iron or Steel "DASHWOOD" (No. of Visits 16)

TONNAGE :- Built at Sunderland By whom J. Crown & Son Ltd When 1946 YEAR MONTH
 GROSS 2158 Owners Wm France Fenwick & Co Ltd Owners' Address _____
 UNDER DK. 1509 Managers _____ (It not already recorded in Appendix to Register Book).
 NET 1114 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Readheads Destined Voyage _____
 Cell DBor DBa _____ feet; uE & B _____ feet; f _____ fe
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet tons.

Only alterations in the existing records should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 109310 Port London

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).
<u>+100 A1.</u>	<u>10.51</u>	<u>L.M.C. 9.50</u>
<u>Classed.</u>	<u>7.47</u>	<u>TS CL 9.50</u>
<u>SS. 5LD.</u>	<u>9.50</u>	
<u>Cargo battens not fitted</u>		

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. Society's Freeboard (if assigned) as painted on Ship and now verified } 7 ft. 4 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, Damage & Alterations (Conversion to Oil Fuel burning)

how done: Vessel placed in dry dock bottom and rudder cleaned examined and recoated

The Annual Freeboard survey was carried out at this time

how done for damage caused by grounding in R. Thames near Charlton Buoys on 22.2.51

Shell Starb^d :- A. 5, 6; B. 6, 7, 8, 11; C. 6, 7 removed faired & refitted
A. 4; B. 9 & C. 10 faired in place
C. 5 renewed

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	<u>14/1pt</u>	<u>1</u>						
Removed and Faired or Repaired	<u>9</u>							
Faired or Repaired in place ...	<u>2</u>	<u>2</u>			<u>1</u>			

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	<u>Plax Good</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks		<u>Coal Bunkers, Openings, Covers, &c.</u>	When fitted Month Year
Coamings		<u>Oil Bunkers</u>	
Beams & Fastenings <u>Plax Good</u>		<u>Scuppers</u>	
Outside Plating <u>Good</u>		<u>Cargo Hatchways</u>	
" " in way of sidelights <u>Plax Good</u>		<u>Hatches</u>	
Frames <u>Plax Good</u>		<u>Planing</u>	
Reverse Frames		<u>Caulking</u>	
Longitudinals		<u>Treenails</u>	
Transverse		<u>Breasthooks & Stimson</u>	
Floors		<u>Transoms, Pointers & Crutches</u>	
Keelsons		<u>Timbers of Frames at openings</u>	
Stringers		<u>" " at other places</u>	
Inner Bottom Plating		<u>Stringers, Clamps & Shelves</u>	
Have the Tanks been examined internally? <u>ho</u>		<u>Sanding</u>	
Have the Tanks been tested? <u>Yes</u>		State if examined	

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 in our opinion is eligible to remain as classed with fresh record of docking 9-52 and the notation "Fitted for oil fuel 9-52 J.P. above 150° F."

Survey Fee (per Section 23) _____
 Special Damage or Repair Fee (if any) (per Sec. 23) 15 : 15 : 0
 Travelling Expenses (if chargeable) _____
 LATE ATTENDANCE _____
 Second Surveyor's Fee (if any) 3 : 3 : 0

Fees applied for, _____
 Received by me, Thomas E. Souden James. W. X. Key
 Surveyor to Lloyd's Register of Shipping.

TUES. 14 OCT 1952

Committee's Minute _____
 Character Assigned 9, 52 Shk., with oil fuel 9, 52

Fitted for oil fuel 9, 52 J.P. above 150° F.



20m.12.50. Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)
 of the Ship? if so, is the Report sent now, or when will it be sent?
 Yes Yes
 169

007647-007652-0076
 Is Certificate required? If so, to be sent to
 007647-007652-0076

"DASHWOOD"

How done for damage (Contd):-

Floors:- h^o2 D.B tank 3 faired in place, 3 cropped & part renewed.

Frames:- " " " 3 removed faired & refitted.

The D.B Tanks in way of the damage were tested and found satisfactory. (See also page 3)

How done for Alterations:-

The vessel has been converted for burning oil fuel. the original coal bunker being stiffened and divided into 3 tanks in accordance with the approved plan attached.

Settling tanks have also been fitted on the port and starboard sides as shown on the plan referred to.

The bunker hatch has been removed and the top plated over. Access has been provided to each tank by means of bolted plate manholes

The after bulkhead was entirely riveted after countersinking the holes

Heating coils air and sounding pipes, suction and filling pipes have been fitted and tested as approved & the tanks tested in accordance with the rules

Cutterways have been fitted to the tank top in the boiler room & hold and the hold bulkhead sheathed

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream.....													
	Kedge.....													

* 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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Iron Stream Chain or Steel Wire

It is recommended that a notation "Fitted for oil fuel 9-52 J.P above 150° F" be inserted in the Register Book.

S.R.L. The bottom repairs having been completed it is recommended that the record be removed.

(Contd)

J.E.S. SURVEYOR TO LLOYD'S REGISTER. NEWCASTLE-ON-TYNE.

"DASHWOOD"

How done for Damage caused by collision with SS "SHELLBRIT" at Middlesbrough on 4th May 1952.

Shell Port:- Poop Sheet h^o1 faired in place

" " h^o2 cropped & part renewed

" below " h^o1 removed faired & refitted

Frames:- 1 B.A. & 1 O.A. faired in place

1 O.A. renewed

1 Beam faired in place. 1 beam knee faired

Moulding on sheet renewed as necessary

1 portlight renewed.

J.E.S.

SURVEYOR TO LLOYD'S REGISTER. NEWCASTLE-ON-TYNE.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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