

18 APR 1925

(Received at London Office

No. 79097

REPORT of SURVEY for REPAIRS, &c.

NEWCASTLE-ON-TYNE.

Date of writing Report 8th April 1925 When handed in at Local Office 8/4/25 Port of

No. in Survey held at Newcastle-on-Tyne Date, First Survey 20th Feb. 1925 Last Survey 6 April 1925
Reg. Book. on the Wood, Iron or Steel SC. RABY CASTLE (No. of Visits 9)

TONNAGE:— Built at Dundee By whom Caledon S. B. & Co. Ltd When 1925

GROSS Owners James Chambers & Co Owners' Address
UNDER DEK 4591 Managers Port belonging to Liverpool

NET
Surveyed Afloat or in Dry Dock? afloat Name of Dock Destined Voyage

WB=CellDBorDBa feet; u&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. Port

(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 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 Completion of survey for classification See Secretary's letter 10/2/25.

The air pipes to all double bottom tanks, air pipes, scuppers & soil pipes in holds & tween decks have been protected. The windlass, steering gear & emergency gear completed and tried.

All W.T. doors tested & the bulkheads in way hose tested. The tunnel in W-4 hold and all weather decks hose tested. The pipe suction in holds & deep tanks completed & tested.

All ceiling & spar ceiling completed. The scupper pipes from lower tween decks to bilges completed. The oil fuel heating coils in W-3, 4 and 5 tanks (only) fitted and tested.

The drain pipe cock from after peak tank top fitted. 2 anchors and 105 fathoms cable lost on the passage from Dundee to the Tyne have now been supplied, particulars of certificates as given on other side. The cables were ranged, now 270 fathoms on board.

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Removed and Fair'd or Repaired ...

Fair'd or Repaired in place ...

PRESENT CONDITION OF THE

Decks ... State if Tanks have been examined inside

Caulking of Decks ... State if Tanks now tested

Coamings ... Bulkheads

Beams & Fastenings ... Ceiling

Outside Plating ... Cement or Asphalt (State which.)

Breasthooks ... Rudder

Transoms ... Steering gear and its connections

Frames ... Windlass

Reverse Frames ... Have Pumps now been examined and found efficient?

Longitudinals ... Have Sluice Valves now been examined and found efficient?

Transverses ... Have Watertight Doors now been examined and found efficient?

Floors ... Have Ventilators and their Coamings been examined and found efficient?

Keelsons ...

Stringers ...

Inner Bottom Plating ...

Db'ing. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks & Stems ditto

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.

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.	lbs.	Cwts.	qrs.	lbs.		
40302	1st Bower ...	65	2	3	-	-	-	51	5	0	0	63	3	0	Britannic	Sykes & Son C.H. 15/12/24 Paul
	2nd „	head						Cast steel head								
	3rd „	40	1	11	tested	28	3	24	marked	L.P.	19	2	9	M.B.		
40524	Collector's Head	62	0	0	-	-	-	49	10	0	0				Britannic	„ 18/12/24 „
	Stream head	37	1	10	tested	29	8	21	marked	L.P.	30	6	8	K.H.		
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
37549	105	2 1/4	9 1/8	127 1/2	268	3.7	265	1.7	2 1/4	Sturtevant	23/2/25 C.H. Paul
37767	1	shackle			0.3	7					3/4/25 „ „
37658	2	joining & sand shackles			5.1	7					17/3/25 „ „
Iron Stream Chain or Steel Wire....											

65 - 2 - 3 ✓
62 - 0 - 0 ✓
55 - 0 - 18 ✓
182 - 2 - 21 ✓

37.3.14
26.5.0.14



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