

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5-8-18 101. When handed in at Local Office 6-8-18 101. Port of NEWCASTLE-ON-TYNE

No. in Survey held at Jarrow Date, First Survey 3rd Nov 17 Last Survey 5th July 1918
Reg. Book. 1284 on the Wood, Iron & Steel Ship "Clydebrae" Master Scott & Co

TONNAGE:- Built at Bowling By whom Scott & Co When 1891 MONTH 12
GROSS 502 Owners North & Eastern Protecting & Indemnity Ass. Port belonging to Glasgow
UNDER DEK 374 Owners' Address J. S. Todd Mgr.
NET 200 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both Name of Dock Palmer Slipway Destined Voyage

WB=Cell D or DBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
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. 70176 Port NWC

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)
Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated caused through the vessel being torpedoed on the 3rd October 1917 off Scarborough also damage, cause not known, and Special Survey No 3.
Damage repairs.

Vessel placed on slipway, the after part of the vessel including engines & boiler found severely damaged by the explosion & cut away from the non watertight bulkhead to aft.

How done:- The following repairs carried out.
Shell plating etc. The two after lengths of bow keel removed adjacent length found in place.

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed	75	58	58	23	25	14	15	Steel frame, Rudder and as stated.
Removed and Faired or Repaired	8				4 28 half			
Faired or Repaired in place	5	10						

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or T.M. of Wood Vessels
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Vell.) When put on, Month Year
Caulking of Decks	State if Tanks have been examined inside <u>Yes</u>	Engine Room Skylights	Boats
Waterways	State if Tanks now tested <u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c. <u>Good</u>
Coamings	Bulkheads <u>Good</u>	Scuppers	Condition, how ascertained <u>Inspection</u>
Beams & Fastenings	Ceiling	Cargo Hatchways	(State if wedges removed) <u>Yes</u>
Outside Plating	Cement or Asphalt (State which.)	Hatches	Sails
Caulking of ditto	Rudder	Blanking of Wood Vessels	Equipment letter <u>W</u>
Rivets	Steering gear and its connections	Caulking ditto	Anchors, No. of <u>5</u>
Breasthooks & Crutches	Windlass	Treenails ditto	Cables (State if now ranged) <u>Yes</u>
Transoms	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	" length <u>195</u> size <u>1 1/2</u>
Frames	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" Rule length <u>195</u> size <u>1 1/2</u>
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps <u>Good</u>
Floors		Ditto ditto at other places ditto	Standing & Running Rigging
Keelsons		Stringers, Clamps & Shelves ditto	
		Salting ditto	
		(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 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 good & efficient condition and shiplike in my opinion to remain as classed with fresh record of survey 7-18 & notation of PP No 3 7-18.

Survey Fee (per Section 28) £ 6 : 0 : 0 Fees applied for, 2- AUG 1918
Special Damage or Repair Fee (if any) (per Sec. 29) £ 21 : 0 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Received by me, CH, C. J. Ireland & Alid. Munro
Surveyors to Lloyd's Register of Shipping.

Committee's Minute FRI AUG 23 1918
Character Assigned 10001
PP No 3 7.18 + 2nd 8.18
+ 2nd 8.18
+ 2nd 06 repaired 8.18.



Is Certificate required? If so, to be sent to 0028146-002852-0066 1/2

S.S. Clydebrae.

Damage repairs, cause not known
 On Starboard Side:- 74 removed. Six frames in way failed
 in place. 78 removed failed & replaced. Four frames in way
 failed in place. Forward belting plate removed failed & replaced
 On Port Side:- 74-5 removed. 83-4 & 2.3-4 failed in place
 four frame frames in way failed in place. Belting in way
 removed failed & replaced.

Special Runny:- Vessel placed on slipway, bottom &
 middle cleaned examined & reworked. Holds peaks
 bunkers marking space, cleaned & all tanks
 including fore peak tested as per rule & examined
 internally. All framing & ironwork examined, all cuttings
 in holds & bunkers lifted, air & sounding pipes, deck
 moorings rigging, windlass, steering gear & chains,
 hatchways hatch casings & the general equipment
 examined. pumps tried cable reeved. Chain locker
 examined. Mast wedges removed. Forehead reeved
 plating in way of redlights examined.

It was not considered necessary to dull the
 shell plating. Please see Rpt. No. 70176.

Men & Sea:- Cutting part removed when necessary.
 Five defective studs in chain cable made good
 all ironwork throughout vessel cleaned & reworked
 windlass & steering gear overhauled. Hatches made
 good. & a number of minor repairs effected

H.C. 79.