

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Dec 21st 1920* When handed in at Local Office *24th Dec. 1920* Port of *MIDDLESBRO'*

No. in Survey held at *Middlesbrough* Date, First Survey *Nov 2nd* Last Survey *Dec 20th 1920.*

Reg. Book. *81044* on the *Wood, Iron or Steel* *Leith Pentefifi* Master *J. Howe*

TONNAGE:-
GROSS *1978*
UNDER DEK. *1364*
NET *1188*

Built at *Emden* By whom *Nordseewerk Emden Werft & Dock* When *1908*

Owners *Pentwyn S.S. Co. Ltd* Port belonging to *London.*

Owners' Address
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? *Both.* Name of Dock *North Eastern & Smith's* Destined Voyage *✓*

WB=CellDBorDBa feet; uE&B feet; f feet; f
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. *Port*

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

(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, the particulars should be clearly stated in the space provided on 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. *8.12.1920 17.23.11.20 17.7.12.20 & 13.12.20 Sec?*

Society's Freeboard (if assigned) as painted on Ship and now verified *7 ft 7 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? *✓*

Was a damage report made by anyone else? If so, by whom? *None made.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs (as per Mre report N.C.2673 and Lox report N.83697) Cause of damage not stated.*

Now done:- Vessel placed in dry dock. bottom rudder examined cleaned & coated. all ceilings & clippers removed from tank tops & bilges in holds & bunkers. all tanks (including Fore & After Peaks) examined internally, tested with water and made tight upon completion of repairs. Tank tops cleaned tarred & cemented and bilges cement washed and all ceilings & clippers relaid.

Damage Repairs:- Shell- Keel N° 13 faired in place. Starb'd side A strake N° 5 & 13 faired in place and doublings fitted. Botstrake N° 6 removed, faired refitted, N° 3 faired in place & doubling fitted. D strake N° 4 renewed, N° 11 removed, faired refitted. E strake N° 10 faired in place & doubling fitted. G strake N° 3 faired in place

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	5							
Removed and Faired or Repaired	11							
Faired or Repaired in place	15	3						<i>See body of report</i>

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	(State if on Felt.)
Caulking of Decks	Inner Bottom Plating	Engine Room Skylights	When put on, Month Year
Waterways	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	Boats
Coamings	State if Tanks now tested	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Bulkheads	Cargo Hatchways	Condition, how ascertained
Outside Plating	Ceiling	Hatches	(State if wedges removed)
Caulking of ditto	Cement or Asphalt (State which.)	Planking of Wood Vessels	Sails
Rivets	Rudder	Caulking ditto	Equipment letter
Breasthooks & Crutches	Steering gear and its connections	Treenails ditto	Anchors, No. of
Transoms	Windlass	Breasthooks & Stemson ditto	Cables (State if now ranged)
Frames	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	length (on board) size
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	Rule length size
Floors	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	Hawser & Warps
Keelsons		Stringers, Clamps & Shelves ditto	Standing & Running Rigging
		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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pEND15, &c."

This vessel is now in good and efficient condition and eligible in our opinion to be classed as contemplated, to have the record of survey 12.20 and the notation of S.S. MDB N° 3-12.20.

Survey Fee (per Section 25) £

Special Damage or Repair Fee (if any) (per Sec. 26) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, Received by me, 19

See Hb. X-1

W.A. Brydon. Spec L. Gilman.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

see minute on Hb. report.

FRI. JAN. 14 1921

002883-002890-006012

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Is Certificate required? If so, to be sent to

S.S. "Pentefi"

and doubling fitted. Astrake 8-3 faired in place and doubling fitted. Standing flange of bilge keel shell angle cut off and made flush at after end.

Port side Astrake 8-13 faired in place. Bstrake 8-3+13 removed.

Faired refitted. Cstrake 8-8 removed, faired refitted, 8-11+13 faired in place and doublings fitted. Dstrake 8-8+11 renewed, 8-7, 9+13 removed, faired refitted, 8-10 faired in place & doubling fitted. Estrake 8-8 renewed, 8-7+10 removed, faired refitted, 8-3 faired in place and doubling fitted. Fstrake 8-6 renewed, 8-5 removed, faired refitted, 8-3 faired in place & doubling fitted.

Bilge Keel 8-2+3 lengths of bulb plate & straps removed faired and refitted + 2 lengths of shell angle renewed.

Frames 1 in Stth side of 8-1 tank, 1 in Engine Room Well on Port side and 1 in 8-3 tank port side faired in place.

Port side 2 plates on Port side faired in place.

Shell riveting & caulking overhauled & made good where necessary & a number of rivets in gusset knees tank side lugs of 8-3+4 tanks renewed.

* Special Survey 8-3 (as per Sec 48-para 3-)

Now done:- Vessel placed in dry dock. Bottom trudder examined cleaned & coated. All ceiling & limber boards removed from Tank Tops and Bilges in Holds & Bunkers. All ballast tanks (including Fore & After Peaks) examined internally scaled & coated where necessary, tested with water and made tight. Tank Tops cleaned tarred & cemented, bilges cement-washed & all ceiling and limber boards relaid. Holds, Bunkers, Decks, Peaks, Machinery Space, Hatchways, Nets, Fore & Afters (wood), hatches (in position), Masts, spars rigging, Casings, Steering Gear and connections, Ventilators, Windlass, Pumps, W.L. Door, and general equipment examined. Cables ranged and chain locker examined internally. Freeboard assigned & verified. Side plating below sidelights examined and shell drilled & canthugs taken Forward, Amidships & Aft (for particulars see First Entry Report).

Near and Far:- Coaming plate of Bunker slope in Tween Dth Bunkers, foundation angle of same & bunker hatch angle coamings renewed each side.

N^o 2 hatchway Starb^d coaming fitted with coaming plate.

Tank Top ceiling & hatch covers partly renewed.

Convex Bead Cargo battens partly renewed.

* The indented counter plating, 8-3 sheerstrake plate from aft, bulwark plating & stanchions mentioned in report No. C 2673 were of so slight a nature that it was not considered necessary to deal with them.

W. A. Brydon.



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Foundation