

8 JUN 1944

No. 111967

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 4/6/44

When handed in at Local Office 7/6/44

Port of London

No. in Reg. Book.

Survey held at London

Date, First Survey 25/6/43

Last Survey 15/5/44

19

+ 21612 on the Wood, Iron or Steel T.S. "CHESHIRE"

(No. of Visits 61)

TONNAGE :-

GROSS 10552

UNDER DK. 7735

NET 6605

Built at Glasgow

By whom Fairfield &amp; Co. Ltd.

When 1927

MONTH 7

Owners Bibby Line Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers Bibby Bros &amp; Co.

Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Both

Name of Dock K. George &amp; R. Albert DD.

Destined Voyage

Cell DBor DBa

feet; uE &amp; B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No Rept 10. C.352 Port L IV

Periodical Surveys, when held, must be reported in detail and serially 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 } 6 ft 3 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S.S. No. 3 and alterations from an Armed Merchant

Cruiser to a Troopship.

Now done: Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated.

All holds, bilges, air & sounding pipes, tween decks, plating in way of sidelights, engine space, tunnels, tunnel well, fore & aft peak spaces, chain locker, galley bunker space examined. Steelwork scaled as required and coated.

All double bottom tanks, fore and aft peak tanks examined internally and found in good condition.

All double bottom tanks, fore & aft peak tanks examined under pressure to rule requirements, leaks made good as found necessary and

OVER

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :-

Renewed ...

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks

Good

Caulking of Decks

"

Coamings

"

Beams &amp; Fastenings

"

Outside Plating

"

"

in way of sidelights

"

Frames

"

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

Good

Keelsons

"

Stringers

"

Inner Bottom Plating

"

Have the Tanks been examined internally?

Yes

Have the Tanks been tested?

Yes

Bulkheads

see report Good

Ceiling

"

Cement or Asphalt

"

Rudder

see report

"

Steering gear and its connections

"

Windlass

"

Have pumps been examined and found efficient?

Yes

Have Sluice Valves been examined and found efficient?

Yes

Have Watertight Doors been examined and found efficient?

Yes

Have Ventilators and their Coamings been examined and found efficient?

Yes

Air and Sounding Pipes

Good

Doubling Plates under Sounding Pipes

"

Engine Room Skylights

Good

Coal Bunkers, Openings, Covers, &amp;c.

"

Oil Bunkers

"

Scuppers

"

Cargo Hatchways

"

Hatches

"

Planking

"

Caulking

"

Treenails

"

Breasthooks &amp; Stems

"

Transoms, Pointers &amp; Crutches

"

Timbers of Frame at openings

"

" at other places

"

Stringers, Clamps &amp; Shelves

"

Sailing

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

Good

Masts, Yards, &amp;c.

"

Condition, how ascertained Riggers

(State if wedges removed.)

Equipment letter

2+

Anchors, No. of

2 B. 15.

Cables (State if 1919 range)

Yes

length 285 fms mean diam.

2 3/8

Rule length 300 fms size

2 3/8

Chain Locker

Good

Hawsers &amp; Warps

"

Standing and Running Rigging

"

Sails

"

General Observations, Opinion as to Class, Recommendation, &amp;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, is eligible in my opinion to remain as classed with the notation S.S. Lon. No. 3-544 and record of docking 344, subject to W.T. bulkhead between Nos. 1 & 2 holds being permanently repaired at first opportunity and as per S.R.L.

Survey Fee (per Section 29)

£ 25 : 0 : 0

Fees applied for

8 JUN 1944

Special Damage or Repair Fee (if any)

£ 52 : 10 : 0

Travelling Expenses (if chargeable)

£ :

Received by me,

19

Second Surveyor's Fee (if any)

£ :

Committee's Minute

TUES. 4 JUL 1944

Character Assigned

S. 444 Lon { subject

S.S. 444

SS No. 3-544

+ LMC 5.44

DBS 4.44

Arthur H. Smith

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

500111500-691005



2. If this Denot is copied by Conving Press, especial care must be taken that the conving paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Anchors & chain cables ranged and examined.

Steering gear, windlass, hand pumps, W.T. doors and sidelights examined, overhauled and placed in good condition.

Steering gear, windlass, hand pump, and W.T. door tried and found working satisfactorily.

It was not considered necessary to drill the plating.

The port bow anchor and 15 fms. cable were lost on April 1942 at Yable Bay while vessel was on service as an Armed Merchant Cruiser.

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.			
	1st Bower													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weight															
	Stream .....															
	Kedge .....															

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

[illegible]

1 stud renewed and 1 connecting shackle<sup>pin</sup> renewed.

Arthur H. Smith

OVER

T. S. "CHESHIRE"

bottom 10 (p) 6(s), sides 12 (p) 26(s), bossing 1 (p) 3(s), in keel aft 3).

In galley bunker in lower tween deck on star. side deck was found badly wasted, stringer plate now cropped and part renewed, adjacent plate in next 2 strakes renewed, small doubling fitted on deck port side.

a number of rivets through frames & floors in fore peak renewed.

5 slight evidence of corrosion on bottom in No 2 O.B. tank (p.s.) built up with E.W.

5 Striking plates in tanks & bilges renewed as required.

Air & sounding pipes renewed or repaired as required.

Some slack rivets were found in top angle of webs on girders at fore end of Dining Saloon. The following alterations now made to these girders,

Lark Pauline renewed.

Vent plugs & canvas covers & air pipe covers renewed as required.

all storm valves overhauled and repaired as required.

all weather deck hatch covers renewed, + grating covers fitted as required, same thickness as solid covers ( $2\frac{3}{4}$ ). Arthur H. Smith



T.S. "CHESHIRE"

Alterations: The forward well has been closed in between the bridge and forecastle decks. The scantlings of frames, beams, deck plating, shell plating, girders, etc. are as shown on approved plan. This new deck has been covered with composition and in accordance with Sec. 13 para. 8 of the rules. Alterations from approved plan are shown in black on the plan.

The length of Bridge + Forecastle combined is now 410'-9"  
Portable tanks for carrying F.W. for the troops have been fitted thus,  
in No. 3 hold - 6 tanks

" " 4 " - 2 " As per approved plan.

The tanks have been placed on girders welded to the tank top as per approved plan, and efficient steadying brackets fitted at sides and ends as found necessary.

The tanks were examined under pressure after placing in position and found or made tight.

Additional stiffening for Special Davits fitted as shown on approved plans.

Steel companions for troop ladders fitted at nos 4, 5, + 6 weather deck hatchways - 1p + 1s at each hatchway - all fitted with substantial wood doors, operated both sides with 9" sills above top of hatchway.

The following plans accompany this report:

Weather Shade Deck.

Typical Section in way of Boat Davits.

Proposed Stiffening in way of L.C.A. Davits

L.C.A. Stowage, winch leads, + additional stiffening.

F.W. Tank seating

F.W. Tanks.

S.R.L. Indented plating (p.+s. amid + aft ss) + plating between nos 2 + 3 holds (p.+s), deck plating + beams + c (ss), lower deck in way of saloon examined + found to continue efficient.

Arthur M. Smith

375  
0045