

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4/6/44 19... When handed in at Local Office 7/6/44 19... Port of London
 No. in Reg. Book. Survey held at London Date, First Survey 25/6/43 Last Survey 15/5/44 19...
 (No. of Visits... 61)

21612 on the ~~Wood, Iron or Steel~~ T.S. "CHESHIRE"
 TONNAGE:— Built at Glasgow By whom Fairfield & Co. Ltd. When 1927 MONTH 7
 GROSS 10552 Owners Bibby Line Ltd. Owners' Address _____
 UNDER DK. 7735 Managers Bibby Bros & Co. (If not already recorded in Appendix to Register Book)
 NET 6605 Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Both Name of Dock K. George & R. Albert DD. Destined Voyage _____
 Cell/Dor/DBa _____ feet; uE & 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 Sept 10. C.352 Port LIV

CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>+100A1</u>	<u>+LMC CS 1,36</u>
<u>9,39</u>	<u>DB5439, 9,38</u>
<u>SS Bkn. No 2-35</u>	<u>TS CL 7.39</u>
	<u>OIL ENGINE</u>
	<u>CONTINUOUS SURVEY</u>
	<u>6L Engine</u>

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) us } 6 ft. 3 3/4 ins. painted on Ship and now verified }

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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Good	Bulkheads	see report	Good	Engine Room Skylights	Good	Copper, or Y.M.
Decks	Good	Ceiling	see report	Good	Coal Bunkers, GALLEY, Openings, Covers, &c.	Good	(State if on Felt.)
Caulking of Decks	"	Cement or Asphalt	"	"	Oil Bunkers	"	When fitted, Month Year
Coamings	"	Rudder	see report	"	Scuppers	"	Boats
Beams & Fastenings	"	Steering gear and its connections	"	"	Cargo Hatchways	"	Masts, Yards, &c.
Outside Plating	"	Windlass	"	"	Hatches	"	Condition, how ascertained Riggers.
Frames	"	Have pumps been examined and found efficient?	Yes	"	Planking	"	(State if wedges removed.)
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Yes	"	Caulking	"	Equipment letter
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	Yes	"	Treenails	"	Anchors, No. of
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	"	Breasthooks & Stemson	"	Cables (State if now ranged)
Floors	Good	Air and Sounding Pipes	Good	"	Transoms, Pointers & Brutches	"	length <u>285 fms</u> mean diamr. <u>2 3/8</u>
Keelsons	"	Doubling Plates under Sounding Pipes	"	"	Timbers of Frame at openings	"	Rule length <u>300 fms</u> size <u>2 3/8</u>
Stringers	"			"	" at other places	"	Chain Locker
Inner Bottom Plating	"			"	Stringers, Clamps & Shelves	"	Hawsers & Warps
Have the Tanks been examined internally?	Yes			"	Salting	"	Standing and Running Rigging
Have the Tanks been tested?	Yes			"	(State if examined.)	"	Sails

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, 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 Sect. on 29)	£ 25 : 0 : 0	Fees applied for	8 JUN 1944
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 52 : 10 : 0	Received by me,	
Travelling Expenses (if chargeable)	£ :		
Second Surveyor's Fee (if any)	£ :		
Committee's Minute	TUES. 4 JUL 1944		

Arthur N. Smith
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Character Assigned 5,44 Lon subject
W.L. 53,44 SS No. 3-5,44 + LMC 5,44
DBS 4,44

Form 15/43—Transfer Ink. (MADE IN ENGLAND) (The Surveyor is requested not to write on or fold)

Is Certificate required? If so, to be sent to

5700111500-691500

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 N. Smith

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