

Rpt. 8.

(Received at London Office

16 MAR 1948

No. 105101

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report...

19

When handed in at Local Office

3-MAR-1948

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at Newcastle

Date, First Survey Nov. 17th 47 Last Survey Feb. 2nd 1948

(No. of Visits... 2)

20668

on the Wood, Iron or Steel S.S. "Broompark"

TONNAGE :-

GROSS 7152

UNDER DK. 6735

NET 4312

Built at Portland, Me.

By whom Todd-Bath Iron S.B. Corp. When 1942

MONTH.

7

Owners Denholm Line Steamers Ltd. Owners' Address

(If not already recorded in Appendix to Register Book)

Managers J. & J. Denholm Ltd.

Port belonging to Greenock

Surveyed Afloat or in Dry Dock? Both Name of Dock R. W. Hawthorn Leslie Ltd. Destined Voyage

Cell DBor DBa feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT 17.5 feet 668 tons.

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

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

ast Report, No. 115088. Port London

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.

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

not required

Was a damage report made by anyone else? if so, by whom? not known.

Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ft. 6 1/2 ins.

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Alterations & Special Survey.

Damage @ to starb shell plating frames etc. in way of house pipe stated to have been caused through contact with S.S. "Winnington Court" whilst lying at anchor in Belfast dock on 1st April 1945
See also Belfast report no. 13946

@ to starb side shell plating frames etc. stated to have been caused through contact with S.S. "Braywood" at Gravesend reach on 10th May 1947. See also London Report no 115088.

@ shell bottom examined on account of grounding stated to have occurred at Gravesend Reach on the 4th May 1947
See also London Report no 115088. P.T.O.

MARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1 1/2 pt.	-	-	-	-	-	-	For beam knees etc. see report.
Removed and Fair'd or Repaired	-	4	-	-	-	-	-	
Fair'd or Repaired in place	-	3	-	-	-	-	-	

SENT CONDITION OF THE

good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.
ing of Decks	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Feet)
ings	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month
is & Fastenings	Rudder	"	Scuppers	"	Year
de Plating	Steering gear and its connections	"	Cargo Hatchways	"	Boats
" in way of sidelights	Windlass	"	Hatches	"	Masts, Yards, &c.
es	Have pumps been examined and found efficient?	yes	Planking	"	Condition, how ascertained by exam.
se Frames	Have Stems Valves been examined and found efficient?	yes	Caulking	"	(State if wedges removed.)
students	Have Watertight Doors been examined and found efficient?	yes	Treenails	"	Equipment letter
verses	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Anchors, No. of
ts	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	"	Cables (State if now ranged)
ons	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	"	" length 270ft mean diam. 2 1/4"
gers			" at other places	"	(on board)
Bottom Plating			Stringers Clamps & Shelves	"	" Rule length 270ft size 2 5/8"
the Tanks been examined Internally?			Salting	"	Chain Locker
the Tanks been tested?			(State if examined.)	"	Hawser & Warps
				"	Standing and Running Rigging
				"	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."

is vessel is eligible in our opinion to remain as classed with fresh record of Dry-docking 1/48, and notation SS. Nwc. 2/48, and to have notation "Fitted for Oil Fuel 2/48, F.P. above 150°F",

fact to the set up butts on bottom port: starb. being examined and measured at each

dry-docking, and to 30 fath. cable being verified with the certificate, and certificate for	
Survey Fee (per Section 29)	£ 41 : 0 : 0
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 5 : 5 : 0
Travelling Expenses (if chargeable)	£ : : :
Second Surveyor's Fee (if any)	Alterations: 15 : 15 : 0
Licence Case	
Committee's Minute	
Character Assigned	see Cto-3045

Fees applied for,

Not yet

Received by me,

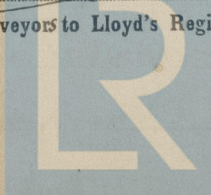
19

15 fath. of cable being endorsed, at the first convenient opportunity, and to the indented plating port: starb. being dealt with at owners convenience.

Downs and Co. to supply.

W.D. Saxton and A. Hunter

Surveyors to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

004852-004860-0204 '13

Damage @

how done: Permanent repairs effected, plates from forward.
1st below main deck: No 1 & 2 plates cropped & part renewed.
3 shell frames cropped and part renewed, 2 framed in place.
2 beam knees and 3 frame foot brackets removed framed & refitted.
Repairs hose tested on completion and proved satisfactory.
Starb. anchor examined and found satisfactory.

Damage @

how done: Permanent repairs effected, plates from aft.
Sheer: No 1 plate renewed.
1st below: No 1 plate cropped and part renewed.
1 frame removed framed & refitted.
Repairs hose tested on completion and proved satisfactory.

Damage @

how done: Shell bottom examined and no damage found.

Alterations:

Vessel converted to carry oil fuel or water ballast in
No 2 and 3 double bottom tanks and in Cross Bunkers
in accordance with the approved plans.
Settling tanks as per approved plan fitted in tween decks
abreast machinery casing port: starb. with sawalls
and scuppers to machinery space bilges.

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.		
2	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
23247	15	1 5/16	9 1/2	13 3/4					Stud Link		LPH/L.W. 1/2/47
Iron Stream Chain or Steel Wire											

Side bunker hatches on shelter deck and bunker hatch at casing top dispensed with and plated over.
Saddleback plated over at shelter deck and space utilised for galley oil fuel tanks.
Ash shoot dispensed with and openings in shell and deck suitably closed.
Accommodation in after tween decks removed and companionway starb. replaced by small hatchway closed by wood covers and tarpaulins.

SURVEYOR TO LLOYD'S

cont.

On completion of alterations the D.B tanks, Deep Tank, settling tanks, and heating coils tested and proved satisfactory.

New tonnages have been assigned, as given on Page 1.

It is submitted that the vessel is now eligible to have the notation in the Register Book "M.T 17.5 ft. 668 tons." and "Fitted for Oil Fuel 2/48, F.P. above 150°F."

Approved plans for oil fuel conversion are enclosed herewith.

Special Survey.

Vessel placed in dry dock. Bottom and midges cleaned examined and re-waled. Anchors and cables ranged and examined. It was not considered necessary to lift the midges at this time.

The holds, tween decks, peaks, bunkers, engine and boiler spaces cleared, ceiling removed as required.

Stulwork examined throughout, scaled and coated as necessary.

Plating in way of sidelights and ash shoot (now removed) examined. All double bottom tanks, new deep tank, and fore and after peaks examined internally and tested. The decks, chain locker, masts and rigging (up to attached), hatch coamings, covers and supports, tarpaulins, cleats, battering arrangements, ventilator coamings and covers, steering gear, and auxiliary gear, windlass, hand pump, watertight doors, air and sounding pipes and striking plates examined and found or placed in good condition.

Triebard Renewal Survey held and triebard verified.

Wear & Tear Repairs:

The shell has been examined and a separate report on the bottom shell has been forwarded. See Newcastle letter dated 4th. February 1948.

No wear and tear repairs have been effected to the shell plating at this time.

Equipment: Anchors and cables ranged.

15 faths. of cable supplied at this time. No certificate was produced before the vessel sailed, the markings of the cable being as given in the Table on Page 2.

Vessel now has the full equipment of cables, 270 faths. It was stated that 30 faths. of cable were supplied to the vessel at Wronmouth in March 1947, but it was not possible to verify the markings at this time.

The port and starb. anchor shackle pins were -

See sketch attached to LPH/L.W. 1/2/48.

cont. - examined and found in good condition

It was stated that these had also been renewed at Avonmouth in March 1947.

a Bower anchor remains to be supplied.

It is therefore recommended that the 30 faths of cable referred to in this report be verified with the certificates, and the certificate for the 15 faths now supplied be endorsed at the first convenient opportunity.

Rudders:

Welded doublings fitted to leading edge in way of shelf plate. Corroded welding cut out and renewed as necessary.

Bulky casing:

Port side: casing side fractured in way of door opening.

Fracture welded out and welded and doubling plate fitted in way.

Tween deck hatchways:

Bull angle coamings faired in place as necessary.

A few minor repairs also effected at this time.

Special Reasons List:

The indented plating abaft starb side lawse pipe, and on starb side aft have now been dealt with; the starb. side anchor has been examined; the port and starb anchor shackle pins have been renewed; 45 faths of cable have been supplied; and the vessel has been examined for grounding. It is therefore submitted that these items be now removed from the list.

The indented plating port & starb was examined and found to remain efficient.

W.R.D.S.

SURVEYOR TO LLOYD'S REGISTER.



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Foundation