

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19

When handed in at Local Office

5 APR 1948

Port of NEWCASTLE-ON-TYNE

No. in
Reg. Book.Survey held at Wallsend-on-TyneDate, First Survey 11th DECEMBER 1947 Last Survey 5th MARCH 1948

(No. of Visits 15)

on the Wood, Iron or Steel S.S. Turret

TONNAGE :-

GROSS 7032

UNDER DK. 6547

NET 4755

Built at NewcastleBy whom Shipbuilding Co. Ltd

When 1944

MONTH

Owners Royal Mail Lines Ltd

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to LondonSurveyed Afloat or in Dry Dock? Both Name of Dock Wallsend Shipyard Co. Destined VoyageCell DBor 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. 55919 Port EFF

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Yes. Supt.

Society's Freeboard (if assigned) as painted on Ship and now verified 11 ft. 1 ins.

Not required

Was a damage report made by anyone else? if so, by whom? Underwriter SurveyorREPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Special Survey and Oil Fuel Conversion.Damage stated caused whilst on "War Operations in Norway" no further particulars available.No Damage for Damage - situated at stem.Vessel placed in drydock, bottom and rudder cleaned, examined and recoated.Examined fore peak tank internally, peak spaces & forecabin deck.Repairs - plates numbered from fore.Shell - port side. repaired F1. cropped & part repaired D1.repaired, faired & refitted to H1.Left fore stem plate in way of above plates - faired in place.Frames in way faired in place as found necessary.Fore peak tank tested & side shell has tested on completion of repairs and proved satisfactory

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	2							
Removed and Faired or Repaired	2							
Faired or Repaired in place ...								Left fore stem plate.

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	Good	Good	Good	(State if on Felt.)
Coamings	do	do	do	When fitted, Month Year
Beams & Fastenings	do	do	do	Boats
Outside Plating	do	do	do	Masts, Yards, &c.
" " in way of sidelights	do	do	do	Condition, how ascertained
Frames	do	do	do	(State if wedges removed.)
Reverse Frames	do	do	do	Equipment letter
Longitudinals	do	do	do	Anchors, No. of
Transverses	do	do	do	Cables (State if now ranged)
Floors	Good	do	do	" length 270 mean diamr. 2 1/2"
Keelsons	do	do	do	" Rule length 270 size 2 1/2"
Stringers	do	do	do	Chain Locker
Inner Bottom Plating	do	do	do	Hawsers & Warps
Have the Tanks been examined internally?	Yes	do	do	Standing and Running Rigging
Have the Tanks been tested?	Yes	do	do	Soils

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 now classed with fresh record of survey 3,48 and notations of 3,48, "Fitted for Oil Fuel 3,48, F.P. above 150°F." "Carrying Oil Fuel" F.P. above 150°F in deep tank, subject to permanent repairs to No. 7 plate 1" stroke below sheer, frames &c. (3,3,2) faired & replated and indented bottom and side shell plating (3,3,2) as previously recommended.

Survey Fee (per Section 29)	41 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any)	5 : 5 : 0	19
Travelling Expenses (if chargeable)	20 : 0 : 0	Received by me,
Second Surveyor's Fee (if any)		19

Committee's Minute

WED 5 MAY 1948

Character Assigned

Planned detail
Clap M. Graham to H Dept
Amend RB.

3,48 Nwe subject

S.S. Nwe - 3,48 * LMC* MS 7,47 without oil. ctn.
Fitted for oil fuel 3,48 F.P. above 150°F. BS 3,48

CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register of Shipping.

Turiot

Several major repairs effected.

ANCHORS.

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

CHAIN CABLES.

[illegible]

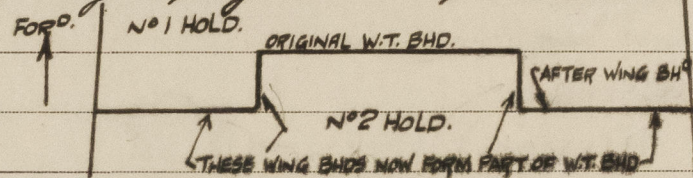
If Stockless, state Mechanical Test.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

3.

Tuxiot

The wing ballast tanks port & starboard in No. 1 & 2 holds, frames 130 to 136 have now been dispensed with, by removal of lead wing tanks, the upper wing tank now being part of original W.T. tank - see sailing letter. It is recommended that the notation of wing tanks fwd. S.H. tanks be deleted from Register Book.



no 7 plate 1st stroke below spur frames etc (B.S.A.) - undrilled bottom and side shell
plating (p. 15) examined & found to remain efficient. no repairs effected.

Capacities of tanks - salt water

	Tops.	
11° 1. D.B. topk.	149.	
11° 2 " "	288	
11° 3 " "	264	
11° 4 " "	121	
11° 4A " "	86	
11° 5 " "	121.	
11° 6 " "	237	
TOTAL	<u>1266</u>	Tops.
		Length of D.B. topk. 318 ft.
11° 7 D.B. a stump side topk	314	Tops.