

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th NOVEMBER 1949 When handed in at Local Office NOV 30 1949 19 1949 Port of SUNDERLAND

No. in Survey held at SUNDERLAND Date, First Survey 18th AUGUST Last Survey 24th NOVEMBER 1949

Reg. Book 81629 on the Wood, Iron or Steel S.S. WINSTON CHURCHILL (No. of Visits 11)

TONNAGE: - Built at WEST HARTLEPOOL By whom WM GRAY & SONS When 1945 7

GROSS 7318 Owners AEGEAN SHIPPING CO LTD Owners' Address

UNDER DK. 6676 Managers S.G. EMBRICOS LTD (If not already recorded in Appendix to Register Book)

NET 5115 Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock GREENWELL'S P.D. ETC. Destined Voyage

Cell/D/Bor/D/Ba UNDOCKED 23-11-49 feet; uE & B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 4722 Port Wm.

CHARACTER.	Machinery and Boiler Surveys
* for Special Survey, Date of last Survey and of Periodical Surveys.	(Including date of N.B., if any).
+100A1	+LMC 7,45
WITH FREEBOARD.	CL. N 5,48
5,48.	

(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 Superintendent Society's Freeboard (if assigned) as } 11 ft. 5 ins. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE SPECIAL SURVEY FREEBOARD RENEWAL SURVEY - CONVERSION TO OIL BURNING ALTERATIONS

DAMAGE stated to have been caused by
1) contact with quay wall at Liverpool.
2) collision with S.S. Antonis.

NOW DONE. Vessel placed in dry-dock, the bottom and rudder cleared examined and the following repairs effected
Damage No 1. Starboard side forward (nos from forward)
Shell plate F4 renewed
G4 removed, faired - refitted
3 frames in way cropped, faired and refitted.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:
Renewed ...	1	3						
Removed and Faired or Repaired	3	3						1 Bulkhead plate.
Faired or Repaired in place ...	4	4						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>Good</u>			<u>Good</u>				(State if on Felt)
Caulking of Decks <u>"</u>		Ceiling <u>"</u>		Coal Bunkers, Openings, Covers, & <u>"</u>		When fitted, Month	Year
Coamings <u>"</u>		Cement or Asphalt <u>"</u>		Oil Bunkers (in Engine Room) <u>"</u>		Boats <u>Good</u>	
Beams & Fastenings <u>"</u>		Rudder <u>"</u>		Scuppers <u>"</u>		Masts, Yards, &c. <u>"</u>	
Outside Plating <u>"</u>		Steering gear and its connections <u>"</u>		Cargo Hatchways <u>"</u>		Condition, how ascertained <u>exam -</u>	
" " in way of sidelights <u>"</u>		Windlass <u>"</u>		Hatches <u>"</u>		(State if wedges removed.)	
Frames <u>"</u>		Have pumps been examined and found efficient? <u>Yes</u>		Planking <u>"</u>		Equipment letter <u>at</u>	
Reverse Frames <u>✓</u>		Have Sluice Valves been examined and found efficient? <u>✓</u>		Caulking <u>"</u>		Anchors, No. of <u>2B 15</u>	
Longitudinals <u>✓</u>		Have Watertight Doors been examined and found efficient? <u>Yes</u>		Treenails <u>"</u>		Cables (State if now ranged) <u>Yes</u>	
Transverses <u>✓</u>		Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>		Breasthooks & Stemson <u>"</u>		" length <u>275</u> mean diamr <u>2 5/16</u>	
Floors <u>Good</u>		Air and Sounding Pipes <u>Good</u>		Transoms, Pointers & Crutches <u>"</u>		" Rule length <u>270</u> size <u>2 5/16</u>	
Keelsons <u>"</u>		Doubling Plates under Sounding Pipes <u>"</u>		Timbers of Frame at openings <u>"</u>		Chain Locker <u>Good</u>	
Stringers <u>"</u>				" at other places <u>"</u>		Hawsers & Warps <u>complete</u>	
Inner Bottom Plating <u>"</u>				Stringers, Clamps & Shelves <u>"</u>		Standing and Running Rigging <u>Good</u>	
Have the Tanks been examined Internally? <u>Yes</u>				Saling <u>"</u>		Sails <u>✓</u>	
Have the Tanks been tested? <u>Yes</u>				(State if examined.)			

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 in efficient condition and eligible in our opinion to remain as classed with record of survey 11-49 and the notations 'S.S. 540 11,49', 'Fitted for oil fuel 11,49', subject to hatch covers being fitted at 2nd deck to 6 hatchway 'Bronx anchor and 45 fath cable to supply' the notation 'wing studs fwd 282 T' to be deleted from the Society's Register Book.

Survey Fee (per Section 29)	DAMAGE	CONVERSIONS	ALTERATIONS	Fees applied for,
£ 41 : 0 : 0	10	12	5	DED 12 1949
Special Damage or Repair Fee (if any) (per Sec. 29)				Received by me,
Travelling Expenses (if chargeable)				19
Second Surveyor's Fee (if any) <u>Regius fee</u>				
Committee's Minute				

Character Assigned 11,49 Sld subject
SS Sld - 11,49 + LMC 11,49
Fitted for oil fuel 11,49 FP and 150°F

Lloyd's Register Foundation
CERTIFICATE WRITTEN

20m. 11/41.—Transfer Ink. (The Surveyors are requested not to write on or below the ...)

Is Certificate required? If so, to be sent to

008751-008752-0040113

Damage No. 2. Starboard side (Nos from forward)

Shell plates F14, G15 remove, fair & refit.

" " F2,3, G2,3, fair & in place.

1 Bulkhead wing plate stopped - part renewed
4 frames in way fair & in place.

No 8 DB tank tested on completion and found satisfactory.

SPECIAL SURVEY

Vessel placed in dry dock, the bottom and rudder cleaned examined and recoated, plating under lights examined, holds and bunkers and tween decks cleared and examined, all double bottom tanks, fore and after peaks examined internally and tested, Hatches covers, supports, tarpaulins, cleats and battens etc, vents and covers, masts and rigging, equipment, steering gear and leads, windlars, watertight door, air and sounding pipes, and chain locker examined cables ranged and examined, all pipe fittings removed, Freeboard reinforced.

DRY DOCK. Rudder lifted - 1 bush renewed.

Several leaking rivets in way of after peak welded.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

CABLES. Several slack studs hardened.

HOLDS, TWEEN DECKS. D.B TANKS. } cleaned and recoated.
BUNKERS. CHAIN LOCKER. PEAKS }

HATCHES - 29 wood covers renewed.

Other minor repairs effected

CONVERSION TO OIL BURNING.

Nos 2, 3, 4 & 7 DB tanks converted to suit oil fuel, heating coils and wire gauge on sounding lines

S.S. "WINSTON CHURCHILL"

pipes fitted to Rule requirements. Port side engine room wing tanks converted for the use of oil fuel, The after end being cut short of the engine room bulkhead, and a new bulkhead constructed on frame 54. A tank bottom constructed 25" above engine room tank top to form a cofferdam, single riveted seams and butts of existing tank side and end plating re-inforced by electric welding - the above work carried out in accordance with approved drawings for S.S. "Deed"

Starboard side engine room tank dispersed with and settling tanks fitted, in accordance with approved drawings for S.S. "Deed". Channel bar pillar fitted on frame 55.

One floor in engine room double bottom tanks made watertight to form a cofferdam in the after space, air and sounding pipes etc fitted to Rule requirements.

Sounding pipes in machy space fitted with self closing coaks.

Savealls bars fitted in engine and boiler spaces to Rule requirements.

The above work is similar to that already carried out on S.S. "Deed" Sld report No 34760

ALTERATIONS.

New sliding W.T. door fitted to tunnel entrance controlled from above freeboard deck.

Forward wing tanks - No 2 hold dispersed with and alternative stiffening in accordance with approved drawing for S.S. "Hesperia" Bartrams ship No 306 Sunderland report No 34472.

The notation "Fitted for oil fuel" to be entered in the S.R.B and the notation "Wing tanks fwd 2827" to be deleted.

S.R.L. The owners superintendent states that a lower anchor and 45 fathoms cable have been ordered and will be fitted a board when delivered.

Painted shell plates S.S.F. now dealt with. Barge battens fitted in holds and tween decks.

Vertical text on the left margin: "If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side." and other notes.

Vertical text in the center margin: "THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN."

Vertical text on the bottom left: "WED 15 MAR 1950 As new, subject amended" and other notes.



S.S. WINSTON CHURCHILL

Hatch covers at 2nd deck No 6 hatchway were not fitted at this time

It will be observed on the approved hatch plan, that owing to the accommodation casings extending to the hatch sides, hatch beams are not fitted.

The Owners' superintendent states that he will discuss this item when he next visits London office.

The Freeboard Renewal survey has been carried out and report forwarded.

The official tonnages are being altered by the Ministry of Transport - amended figures will be forwarded in due course.



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