

NEWCASTLE-ON-TYNE.

75881

Built at South Shields

By whom Messrs J. Readhead & Sons Ltd

YEAR. MONTH.
1945 6

Owners..... Stanhope Steamship Co. Ltd

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of ^{Dry}Dock Hawthorn Leslie's Kithum Destined Voyage

ell DBor DBa.....feet; uE & B.....feet; f.....feet
 tal 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.....Port

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*)

CHARACTER.
 ✕ for Special Survey.
 Date of last Survey and of
 Periodical Surveys.

Machinery and Boiler
Surveys
(Including date of N.B., if any)

Classification contemplated

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.

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 } 11 ft. 7 $\frac{3}{4}$ ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR RE-CONVERSION, ALTERATIONS & CLASSIFICATION.

RE-CONVERSION: This vessel, originally laid down as a C Type Standard ship, was taken over by the Admiralty whilst building and converted to a Fleet Air Arm Repair vessel at Messrs Palmers, Heston, and named HMS "Beaulieu".

The vessel has been bought by the Stanhope Steamship Co. and re-converted to her original status of merchant vessel, with a number of structural alterations.

All Admiralty structures and fittings not required for the normal service of the vessel with the permanent ballast now removed and ship's structure made good as necessary with alterations, in accordance with the approved plans, Secretary's letters and Rule requirements.

(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								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

ENT CONDITION OF THE

ing of Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	/
ings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	none	(State if on left.)	
i & Fastenings	"	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month	Year
e Plating	"	Rudder	"	Scuppers	"		
" In way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	Boats	good
s	"	Windlass	"	Hatches	"	Masts, Yards, &c.	"
se Frames	"	Have pumps been examined and found efficient?	yes	Planking	/	Condition, how ascertained	by inspection
udinals	"	Have Sluice Valves been examined and found efficient?	none	Caulking	/	(State if wedges removed.)	none
orses	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	/	Equipment letter	a + (2")
	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	/	Anchors, No. of	3 B 15.
rs	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	/	Cables (State if now ranged)	yes
Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	/	" length 270 mean diam. 2" Tayco	
he Tanks been examined internally?	yes			" " at other places	/	" Rule length 270 size 2 5/16"	
he Tanks been tested?	yes			Stringers, Clamps & Shelves	/	Chain Locker	good
				Salting	(State if examined.)	Hawsers & Warps	"
						Standing and Running Rigging	"
						Sails	none

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 his 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 our opinion to be classed "100A1 with Freeboard" with record of dry-docking 7.48 and notation ss Nwc 7.48

7.00 (per Section 29) Classification £ 98 : 0 : 0
Conversion £ 50 0 0

Fees applied for.

24 AUG 1948

Received by me,

FRI. 24 SEP 1948

Surveyors to Lloyd's Register of Shipping

tee's Minute

3. Per Assigned...

See minute on F.E. Rph

(Delete
Classed 746)

launched 1944
Recommissioned 1946
converted to cargo ship '48

Is Certificate required? If so, to be sent to

010219-010228-0352 1/3

105481.

"STANFIRTH" - Sheet 2.

ALTERATIONS: Midship Deckhouse: Cantilever supporting arrangements of house wings dispensed with & upper structure supported from ship's side. Lower Bridge extended to ship's side and fitted with bulwarks at sides & fore end. Adjustment made to one saloon pillar and additional pillar fitted on centre line.

Poep House: Efficient spar deck (pss) fitted at house top extending to and supported at ship's side, to take two dinghies. Entrance to tunnel escape trunk now made through fore end of poep house at Raised Quarter deck, fitted with W.T. door. Tween deck entrance blanked off.

Nº3 & 3A HOLD: W.T. Bulkhead in hold & tween deck at N°75 frame removed and new steroform bulkhead in tween deck fitted on port side only. Transverses and cantilever beams fitted in hold (pss) and tween deck (ss) at N°75 frame. Shell frames made good with riveted hull plates. Centre line bulkhead made good with new plating and stiffener. N°68 bulkhead in hold reinforced with additional stiffeners, caulked & made watertight as per approved plan.

New W.T. bulkhead erected in tween decks at wings on N°68 frame and stiffeners to engine room and casing fore fitted with reverse bars, & bulkhead caulked & made watertight.

Nº4 HOLD: New tween deck W.T. Bulkhead erected on N°48 frame and 2nd deck between frames 48 & 52 made watertight. Space between bulks 48 & 68 in tween decks abreast casing (pss) fitted out as accommodation & 2 F.W. tanks fitted abait casing. Settling tank top at 2nd deck insulated. Companionways to accommodation

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

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.	Cwts.	qrs.	Tons	Cwts.	Cwts.	qrs.			
3043*	1st Bower	71	0	21		54	10			Stockless, King's type.	King's	LPN-N. 12/1453 A
3045*	2nd "	70	2	0		54	0			" "	"	LPN-N. 20/12453 A
23350*	3rd "	69	2	7		53	12			Stockless, Hall's type.	not stated	LPN-BC. 14/148 F.D.
* Duplicate cert. & Retained.	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.	Stato-logy.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

arranged inside midship deckhouse (pss) & deck doubled in way of openings.

ENGINE ROOM: Starboard deep tank recessed to take evaporator. Existing light pillar below casing side on 59 frame removed & double 9" channel pillar fitted with intercostal in double bottom tank below. Sliding W.T. door operated from above the freeboard deck fitted to tunnel. Former tunnel escape trunk at aft bulkhead removed & blanked off & additional stiffeners fitted to bulkhead in way.

Also auxiliary steering gear renewed to approved standard; & Radar equipment fitted.

(Contd on Sheet 3) CS

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 105481 dated 28/7/48 on the

"STANFIRTH" - Sheet 3.

(A-conversion). The following replacements have been made:-

Nº1 HOLD. Upper deck hatch coaming above level of horizontal hull angle stiffeners, with hull angle stiffeners, beams, beam shoes, end stays to coaming renewed. 2nd deck 9" BA coaming to hatch with beams & shoes, & 4 trimming battens renewed. Tween deck centre line bulkhead fore renewed.

Fore upper deck hatch end beam renewed with 12" BA shell frame in tween deck (pss) after removal of thwartship bulkhead in tween deck at this position.

Nº2 HOLD. Upper deck hatch coaming, beams etc renewed as at N°1 hatch.

2nd deck hatch coaming, beams etc & 4 trimming battens renewed as at N°1 hatch. 1 Shell frame (pss) in lower hold made good on standing flange by added hull plates. Redundant drain well (pss) blanked off & incorporated into N°2 DB tank.

Nº3 HOLD. Upper deck hatch coaming, beams etc renewed as at N°1 hatch.

2nd deck hatch coamings, beams etc at N°3 & 3A battens, & 4 trimming battens renewed as at N°1 hatch.

N°3A hatch coaming on Boat Deck with stiffeners stay beam renewed complete. W.T. escape hatch on upper deck, fore end of N°3 hatch renewed. Domestic refing. chamber built in tween deck (ps). Aft hold bulkhead in way of settling tanks insulated & fitted with ventilated air space & gutterway. Heating coils fitted in N°4 DB tank.

Nº4 HOLD. Upper deck hatch coaming beams etc renewed as at N°1 hatch.

2nd deck hatch coaming beams etc & 4 trimming battens renewed as at N°1 hatch.

Nº5 HOLD: Upper deck hatch coaming, beams etc renewed complete.

2nd deck coamings beams etc & 4 trimming battens renewed as at N°1 hatch.

Aft centre line bulkhead in tween deck renewed.

Cargo battens in holds and tween decks & complete tank tops and barge ceiling fitted throughout the above spaces. Wood hatch covers, tarpaulins, battens, cleats, wedges renewed throughout the vessel and locking bars provided for all weather deck hatchways. Ventilation and access trunks & tween deck snappers renewed as necessary. Doublers to 2nd deck hatch corners renewed as necessary. The proposed cutting of N°50 cantilever beams at 2nd deck during Admiralty conversion was not carried out except for vent trunking. These holes made good with welded patches.

DECKS: A number of vent coamings, parts of masts & W.T. doors thereto, Samson posts at N°3 & 3A battens, part wood sheathing of decks renewed.

EQUIPMENT: 3 Bower anchors renewed. Existing hawsers swarps & stowline and stream wire after being examined & found satisfactory (The quantities and sizes are above Rule requirements).

CLASSIFICATION. The vessel has been examined in accordance with the requirements of a special survey. The scantlings have been verified with the approved plans and the vessel surveyed for the assignment of the Society's freeboard. Final entry and CII reports have been prepared.

The following has now been done

Vessel placed in dry dock, bottom & rudder (rudder lifted) cleaned, examined & recoated. The holds, tween decks, peaks, deep tanks, engine & boiler spaces cleaned, ceiling renewed.

STANFIRTH - Sheet 4.

as required, steelwork examined throughout, scaled & coated as necessary.
 Shell plating in way of sidelights examined. All double bottom tanks, deep tanks, fore & after peak tanks and transom space examined internally & tested.
 Decks, chain locker, masts & rigging (report attached), hatch coamings covers & supports, tarpaulins, cleats & battering arrangements, ventilator coamings & covers steering gear & auxiliary gear, hand pumps, W.T. doors, air sounding pipes & striking places examined & found in good condition, or repaired as necessary.

REPAIRS:

Shell plate A8 (ps) from joint with adjacent keel seam faired in place.

Ford Deep tank longitudinal bulkheads (pss) fractured locally towards ends of horizontal girders. Plating at aft end in way (pss) cropped & part renewed. Fractures afore end veed out, welded & doubling plates fitted. Horizontal channel girder (pss) renewed of longer length & new brackets shaped to bulkhead corrugations fitted to longitudinal bulkheads from girder.

Small fracture in Engine room deep tank ford bulkhead plating in way of horizontal girder found. Plating in way cropped & part renewed.

3 lower anchors supplied. Anchors verified & certificates endorsed. Stream anchor verified & certificate endorsed. One length of chain cable retested to statutory test. Cables verified & certificates endorsed. For particulars of anchors please see Sheet 2.

Rigging repairs as per Riggers report carried out.

Rudder locking pintle renewed & lower gudgeon rebushed.

On completion of alterations & special survey, all double bottom tanks, peak tanks & transom space, deep tanks tested & proved tight. W.T. bulkheads & flat weather decks & tunnel hose tested, hlye & ballast lines, steam heating pipes for oil fuel tanks, windlass, steering gear & auxiliary gear, W.T. doors, hand pumps tested and all found satisfactory.

CAS.

SURVEYOR TO LLOYD'S REGISTER.
 NEWCASTLE-ON-TYNE