

6 AUG 1932

No. 88980

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 5/8/10 32 Port of NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Garrad.

Date, First Survey 22 July

Last Survey 30 July

19 32

(No. of Visits 7)

69093 on the Wood, Iron or Steel

b. & "Gt. Britain".

TONNAGE:—

GROSS 860

UNDER DECK 654

NET 409

Built at Haverhill Hill-on-Tees By whom Burners & B. Co. Ltd.

When 1924. 8.

Owners Coastal Tankers, Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to London.

Surveyed Afloat or in Dry Dock? Dry Dock.

Name of Dock Mercantile.

Destined Voyage Coasting.

WB=CellDBorDBa 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.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 14512 Port Sou.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.

Not Required.

Was a damage report made by anyone else? If so, by whom? Morgan, Birchell.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage: S. S. 781.

Damage stated to have been caused by grounding in the River Thames on the 5th January 1932 also grounding at Preslar on the 19th Sep 1931 by contact with the Quay wall at Queensdown on Sep 14th 1931.

Yes.

Vessel placed in dry-dock. Bottom & under cleaned, examined & recoated.

Grounding Dps.

Plating from stem. B 2 + 4, E 2/3 + 4 D 2 plates have been removed, failed & refitted. B 11, D 1 + 4 plates failed in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	13	6						Bulge keel, lower ribs etc.
Removed and Fair'd or Repaired	3	6						
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	—	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	Good	(State if on Felt).	—
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	—	Scuppers	"	Boats	Good
Outside Plating	"	Cement or Asphalt (State which.)	—	Cargo Hatchways	Good	Masts, Yards, &c.	"
Breasthooks	"	Rudder	Good	Hatches	Good	Condition, how ascertained (By exam.)	—
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	"	(State if wedges removed)	—
Frames	"	Windlass	"	Caulking	ditto	Sails	—
Reverse Frames	"	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Equipment letter	—
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	—	Breasthooks & Stemson	ditto	Anchors, No. of	3 B 16
Transverses	"	Have Watertight Doors now been examined and found efficient?	—	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" length (on board)	210 size 1 1/16
Keelsons	"			Ditto Ditto at other places	ditto	" Rule length	210 size 1 1/16
Stringers	"			Stringers, Clamps & Shells	ditto	Hawser & Warps	Sufficient
Inner Bottom Plating	"			Saltg (State if examined.)	ditto	Standing and Running Rigging	Good

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd 24, &c."

This vessel is in good condition, eligible, in my opinion, to remain as classed & to have fresh record of survey 7, 32 and notation of S. S. Newcastle 781-7, 32.

Survey Fee (per Section 29) £ 13 : 10 : 0.

Fees applied for, 5 AUG 1932

Special Damage or Fee (if any) £ 10 : 10 : 0.

Received by me, 9.8.1932

Travelling Expenses (if chargeable) £ :

Second Surveyor's Fee (if any) £ :

Committee's Minute, FRI, 19 AUG 1932

Character Assigned 100A1 without spl. condn.

S. 7.32

Carrying petrol. in bulk

S.S. N: 1-32

TUE 31 JAN 1933

Lloyd's Register Foundation

010276-010282-0094 1/2

S. S. "Othello".

Six frames in way of indented plating have been faired in place.

1 length of Bilge keel Port side renewed + three lengths faired in place.

Starboard side. Two lengths of Bilge keel faired in place. Rudder lifted + the upper stock renewed.

A number of defective shell rivets have been renewed.

A number of web plates have been fitted with doubler plates found fastened.

(Total in all tanks 18.)

Collision damage. 15 Starboard side. The fore-castle sweep plate + several lengths of side bar and stanchions have been faired in place.

S. S. #1.

Vessel placed in dry-dock. Bottom + rudder cleaned examined + recoated.

Rudder lifted + the upper stock has been renewed on account of bending + twisting. Garping Report Act. The cargo tanks, fore + after peak tanks + spaces above, cofferdams + oil fuel bunkers examined internally + tested in accordance with the Rules.

Cables rammed + chain locker examined.

Masts, spars + general equipment, hatches, ventilators, hatch covers, steering gear chains + connections, windlass, pumps, decks + deck houses, all examined + found satisfactory.

Freeboard verified as per Newcastle Report forwarded with the new assignment.

The Starboard lower anchor has been overhauled + fitted with a new pin.

About 40 link slides have been renewed.

Geo. A. Ferguson.

no forgoing



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