

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12.12.36

When handed in at Local Office 14/12/36

Port of NEWCASTLE-ON-TYNE

No. in Reg. Book.

Survey held at North Shields.

Date, First Survey 28 Nov.

Last Survey 3 Dec 1936

Reg. Book.

on the Wood, Iron or Steel

"HORDEN"

TONNAGE:-

GROSS 2644

UNDER DEK. 2150

NET 1604

Built at Newcastle

By whom Wood Skinner & Co. Ltd.

When 1916.

MONTH. 8

Owners

Spence & S. Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Messrs. Marshall & Co.

Port belonging to Newcastle

Surveyed Afloat or in Dry Dock?

Name of Dock Smiths Dock.

Destined Voyage

WB=Cell D B or D Ba

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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. 22121

Port Ham.

(Periodical Surveys, when held, must be reported in detail and 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 summarized 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

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE, COMMENCEMENT 25.2.20 No 2 & S.R. List.

DAMAGE alleged sustained by stranding in River Tyne on 12th October 1936 & again in River Tyne on 10th November 1936. Vessel loaded on both occasions.

Now done: Vessel placed on pontoon for examination. Rudder lifted, repaired & refitted. Steering gear opened out, repaired & refitted. Fore & aft peak & double bottom tanks drained, examined internally & tested by water pressure on completion of repairs. Ridges on port side of No 1 & 2 holds flooded tested in way of repairs.

Repairs: Port side Plates numbered from forward.

Plating: "A" Strake No 6 painted in place. "B" Strake No 2, 4, 10 & 11 painted in place.

No 3 removed painted & refitted. "C" Strake No 4, 6 & 11 painted in place.

No 5 removed, painted & refitted. "D" Strake No 5 painted in place.

TABLE OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faird or Repaired	2							as report.
Faird or Repaired in place	9	3						

CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	good
Fastenings	good	State if Tanks now tested	yes	Dblg. Plates under Sounding Pipes	good	(State if on Felt).	good
Plating	good	Bulkheads	good	Engine Room Skylights	good	When put on, Month	Year
in way of sightlights	good	Ceiling	good	Coal Bunkers, Open'gs, Lids, &c.	good	Boats	good
Fastenings	good	Cement or Asphalt	good	Oil Bunkers	good	Masts, Yards, &c.	good
Plating	good	(State which.)	good	Scuppers	good	Condition, how ascertained	good
Fastenings	good	Rudder	good	Cargo Hatchways	good	(State if wedges removed)	good
Plating	good	Steering gear and its connections	good	Hatches	good	Sails	good
Fastenings	good	Windlass	good	Planking of Wood Vessels	good	Equipment letter	good
Plating	good	Have pumps now been examined and found efficient?	yes	Caulking	good	Anchors, No. of	35. 15.
Fastenings	good	Have Sluice Valves now been examined and found efficient?	yes	Treenails	good	Chain Locker	good
Plating	good	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stems	good	Cables (State if now ranged)	yes
Fastenings	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms Pointers, & Crutches	good	length (on board)	240 mean diam. 1 3/4
Plating	good			Timbers of Frame at openings	good	Rule length	240 size 1 1/2
Fastenings	good			Ditto Ditto at other places	good	Hawser & Warps	sufficient
Plating	good			Stringers, Clamps & Shells	good	Standing and Running Rigging	good
Fastenings	good			Salting	good		
Plating	good			(State if examined.)	good		

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 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, 2, 4, and the notations of ss No. 1-24 and pEND24, &c."

usual, so far as now classed, is in an efficient condition & eligible, in my opinion, to remain classed in the Register Book & to have fresh record of survey 12.36 & the notation of 2nd No 2 (with date) when the Special Survey is completed subject to repairs (as detailed) effected at completion of special survey.

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Deferred for

Convey and No. 2 &c.

R.S. 12.36

FRI. JAN 8 1937

Surveyor to Lloyd's Register of Shipping.

Classed with

Lloyd's Register

Foundation

W.B.—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.

Bridge Keel:- 3 lengths of shell connection bar removed. - 2 lengths of shell connection bar removed, paired & refitted. - 2 lengths of bulk plate removed. - 1 length of bulk plate removed, paired & refitted. - 1 length bulk plate paired in place. - 2 bulk straps removed, 2 paired in place.

Internals: 3 frames joined in place. - Thick margin bar joined in place. - Red
reflective paint realking made good. - Broken cement, cement peellings
removed. - Margin, lumber boards removed, refitted with fast new wood.

Ruders: 2 *Scintillas*, 1 bush renewed.

Slitting gear:- Chains fast removed. - A number of chains top & bottom plates removed
Shoe pins removed as necessary.

Defective shell joints repaired, welded or caulked. - Defective shell seams caulked or welded. - Minor repairs effected. - Gas & disturbed work tested.

Removals made as necessary & afterwards replaced.

COMMENCEMENT SPECIAL SURVEY 2ND NO 2.

The Bureau Superintendent has requested that the docking, the lifting examination of the rudders, the examination of the steering gear, the internal examination & testing of the fore & aft peak & all double tanks & the examination of the bilges be accepted as part of the S.S. 2nd No. 2.

This has been agreed to with the exception of the testing of the Engine, Boiler room & Bunk, the No 2 Bunk in way of the cross bunker, & the maintenance of the Engine, Boiler Room & the cross bunker bulges & subject to the following repairs being completed at special survey.

In addition to the above the following parts have been examined & found

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	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.

[illegible]

*Satisfactory:- Chain cables ranged & examined. - chain locker, anchors, & all
belges (ex Engine & Boiler room & cross trunker belges) examined.
It was not considered necessary to raise the shell plating at this time.*

To complete the special during all the requirements for S.S. 2nd hnd mapping
the above to be complied with and repairs as on sheet 2.)

(See sheet 2)

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE

Continuation of Report No. 94476 dated

21 DEC 1936

3/12/36. on the

"HORDEN"

Repairs to be effected.

Four - aft. break tanks to scale & coat.

One great tank top to scale resist.

All bulgus to slate & coat.

All double bottom tanks to plate & coat as necessary.

Bank top under boilers to scale & examine.

Repair to be effected to stringers in aft peak tank.

S. R. L157:- Nothing has been done at this time to permanently repair the
indented plating re (P.S). This remains efficient meantime.

Repairs due to grounding having now been dealt with, it is submitted, the record "Dry Docking (grounding)" be deleted from S.R. List.

Abbe

General Committee
Thursday, 9th December, 1937.

Decision of Classing
Committed ~~confined~~ ^{held}

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