

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 16-6-45 Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at Blyth Date, First Survey Feb'y 25 Last Survey May 29<sup>th</sup> 1945  
 Reg. Book. 11330 on the Wood, Iron or Steel S. M.V. "AMROUX I" (No. of Visits 10)

TONNAGE: Built at Faversham By whom J. Pollock & Sons. 40, Rd. When 1934 MONTH 12.  
 GROSS 324. Owners Newcastle Coal Shipping Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book).  
 UNDER DK 236. Managers Port belonging to London.  
 NET 151.

Surveyed Afloat or in Dry Dock? Both Name of Dock Blyth L. Dock. Destined Voyage Coasting

Cell D B or D B a 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. 102505. Port G.W.C.

(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

Not Required.

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

Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage - Condition & Machinery Rating Alterations  
 Now Done. On account of Damage stated to be due to Vessel's Rudder striking S. Shore of R. Blyth on 23/2/45. whilst shifting to Tugport Dock - Blyth in loaded condition  
 ② Damage stated to be due to Vessel sitting on foul berth date & place unknown.

Now Done Damage & Condition:—Vessel in Drydock - Rotten & Rudder cleaned. examined & afterwards recoated  
 rudder lifted - Cables ranged.

All tanks including Aft Peak Tank tested & on completion of repairs retested  
 Holds - Fore Peak - Machinery spaces - Chain locker - Decks - Casings - vents - hatchways & closing appliances -  
 steering gear & connections - Windlass - Examined & all found or placed in good order.  
 Repairs. Damage ① Rudder & stock twisted to Starboard 40° & coupling broken - All removed & sent to Forge.

SUMMARY 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 ...								

PRESENT CONDITION OF THE		Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.
Decks		Ceiling	do -	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt)
Caulking of Decks		Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month
Coamings		Rudder	Good.	Scuppers	Good.	Year
Beams & Fastenings		Steering gear and its connections	Good.	Cargo Hatchways	do -	Boats
Outside Plating		Windlass	do -	Hatches	do -	Mast, Yard, &c.
" " in way of sidelights		Have pumps been examined and found efficient?	✓	Planking		Condition, how ascertained
Frames		Have Sluice Valves been examined and found efficient?	✓	Caulking		(State if wedges removed.)
Reverse Frames		Have Watertight Doors been examined and found efficient?	✓	Treenails		Equipment letter
Longitudinals		Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson		Anchors, No. of
Transverses		Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches		Cables (State if now ranged)
Floors		Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		" length 165' mean diamr. 1 1/16"
Keelsons				" " at other places		(on board.)
Stringers				Stringers, Clamps & Shelves		" Rule length 165' size 1 1/16"
Inner Bottom Plating				Sanding		Chain Locker
Have the Tanks been examined internally?				(State if examined.)		Hawseers & Warps
Have the Tanks been tested?						Standing and Running Rigging

Good.	Good.	Good.
do -	do -	Good.
do -	Good.	do -
Pl. Spec. Good.	Good.	do -
do -	do -	do -
✓		✓
✓		✓
✓		✓
✓		✓
Pl. Spec. Good.		Good.
do -		Good.
Pl. & D.B. tanks.		✓

Good.	Good.	Good.
Good.	Good.	Good.
From Deck.	e'	2B. 15.
Yes.	165'	15 1/16"
165'	15 1/16"	Good.
Sufficient.	Good.	Good.
Good.		

## General Observations, Opinion as to Class, Recommendation, &amp;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 my opinion - eligible to remain as now classed with date of Drydocking 5-45  
 Subject to underlaid bottom shell plating (Pss). being dealt with at first convenient opportunity also  
 Subject as per S.R. List.

Survey Fee (per Section 29) £ : : Fees applied for, 19.  
 Special Damage or Repair Fee (if any) £15 : 15 : 0 Received by me, 19.  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any)  
 Licence Case No. 8241. (R.R.I form to follow)  
 Committee's Minute  
 Character Assigned  
 18 SEP 1945  
 See Note 103058

Surveyor to Lloyd's Register of Shipping.

012792-012795-0048

Lloyd's Register Foundation



N.B.—If this Report is copied by Copying Press, especial 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.

where new stock & mainpiece fitted but incorporating old plate & rudder arms (forging not att)  
Top knuckle & coupling bolts renewed. All refitted & reshipped & a new starboard rudder  
stopper fitted. Steering Chains - annealed & tested

② The Starboard Bulge keel - bent - forced in place.

Port Bulge keel Nos. 1-2 & 4 lengths - twisted - renewed. - No 3. length part twisted  
- cropped & part renewed. A number of leaky & corroded rivets in bottom plating renewed.  
And minor caulking repairs effected

The following indented shell plates were not dealt with: - Starboard side: - Keel 7, - A 2 & 4,  
B 3, 4 & 5 - C 4, 5 & 6. Port side: - A 4, 5 & 6 - B 3, 4 & 6, - C 3, 5, 6 & 7.

These plates are considered to be efficient & were recommended to be dealt with at the first  
convenient opportunity

① Anchors & Cables. Std Anchor retaining ring bolts - missing - renewed. Port Anchor  
locking bolts - broken - renewed. A number of slack cable studs - hardened up.  
The Nos 3 & 4 lengths of cable Std side each with end link missing - links  
renewed. & cables afterwards tested at Proving House & Cts verified

Note. One length of cable the No 2 length Starboard side given in S.R. list to be tested verified  
against Test Cert (see below).

Machinery Seating Alterations: - Main Engine Seating top plates P.S. removed & new wider  
& thicker top plates fitted with larger E.W. gusset plates extending to edges of new top  
plates (see attached Plan together with copy of previously approved Plan). The two aftermost  
floors fitted with riveted seating plate to carry pedestal bearing for new intermediate shaft.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	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.

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.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
68924 (Std. No. 2)			18	27	7 3 6.				Std Link.	Hot Railed	30th Sept - 1914, Cradley Heath, W. V. Norman.
			✓	✓	✓						
			as	for	one inch						
Iron Stream Chain or Steel Wire											

S.R. As noted above it is submitted that notation "Length of chain cable to test" also  
"Bulge keel (S.S.)" be deleted.

The indented stem & stem plating & plates D1-2 & 3. (S.S.) specially examined &  
found efficient



© 2021

Lloyd's Register Foundation

Rpt. 9

RE

Date

No. Reg. B

1132

Tonnage

No. Horses

LIST

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.