

## PORT of SURVEY for REPAIRS, &amp;c.

Report 12<sup>th</sup> Nov. 1912 When handed in at Local Office 18<sup>th</sup> Nov. 1912 Port of West Hartlepool  
 Survey held at West Hartlepool Date, First Survey 30<sup>th</sup> Aug. 1911 Last Survey 12<sup>th</sup> Nov. 1912  
 on the ~~Wood~~ ~~Iron~~ Steel S.S. TIME Master

Built at Sunderland By whom J. Priestman & Co. When 1912  
 Owners Howard Smith Co. Lt. Port belonging to Melbourne.

Owners' Address  
 (if not already recorded in Appendix to Register Book).  
 Name of Dock Grey's Destined Voyage Sunderland

ed Afloat or in Dry Dock? Both Name of Dock Grey's  
 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. Year Assigned. Machinery and Boiler Survey (including date of N.B. if any).  
 + 100 A.I. (Class Contemplated)

Report, No. Port  
 Society's Freeboard (if assigned) as painted on Ship and now verified

age 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 why they were  
 Was a damage report made by anyone else? If so, by whom? Yes. Messrs. C. E. Smith & Son

RS, OR EXAMINATION AS PER RULE, FOR Damage states to have been caused by the vessel  
 Stranding off Seaton Carew on the 18<sup>th</sup> of July, 1912 and remaining aground  
 from then until the 29<sup>th</sup> of August, 1912.

Vessel placed in Dry Dock, Bottom cleaned, all close ceiling removed  
 in Holds & Bunkers (including that over timbers), all Tanks (including  
 Foreafter Peaks) and Bilges cleaned, all Cement in Bottom removed,  
 Tanks examined internally, all riveting and caulking throughout the  
 vessel examined, Windlass and all other deck machinery on board examined.  
 Bulkheads and all other structural parts of the vessel 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of  
 survey, 1,1,1," or "to remain as classed and to have record of survey, 1,1,1, and the notations of ss No. 1-11 and ptSD11, &c."

This vessel being now, in our opinion, in as good and efficient a condition as  
 before the damage was sustained the case is submitted for the  
 information of the Committee.

Survey Fee (per Section 28) £ 12 : 12 : 0  
 Special Damage or Repair Fee (if any) (per Sec. 28) £  
 Travelling Expenses (if chargeable) £  
 Surveyor's Fee (if any) £

Fees applied for, Received 28.11.1912  
 D. M. Anslan.  
 William M. Ward  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character Assigned see Minute on 7. E. Rpt  
 Sd. 25590

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S.S. "TIME"

Damage Repairs now done:- Rudder lifted, Pintles examined & Rudder replaced.

Shell Plating:- (Plates numbered from forward, Keel called "A")-

37 shell plates removed, faired and refitted,

12 shell plates faired in place; viz-

Removes, faired and refitted:- Keel "A" 8, 9, 10, 11, 12, 13 & 14;

Port Side - "B" 9, 10, 11, 12, 13 & 14; "C" 8, 9, 10, 11, 12, 13 & 14; "D" 6 & 7;

Starb. Side - "B" 9, 10, 11, 12, 13 & 14; "C" 8, 9, 10, 11, 12, 13 & 14; "D" 6 & 7.

Faired in place:- Port Side - "D" 8, 9, 10, 11, 12 & 13;

Starb. Side - "D" 8, 9, 10, 11, 12 & 13.

24 Keel buttstraps removed, faired and refitted (8 outside and 16 inside).

The above mentioned shell plates which were removed, faired and replaced were also replained and re-counter sunk.

All defective riveting and caulking of shell made good.

Frames:- (all at after end of No. 2 Tank) 4 Bottom Frames

removed, faired and refitted (2 Port and 2 Starb.);

6 Bottom Frames faired in place (4 Port and 2 Starb.).

Floors:- (all at after end of No. 2 Tank) 4 Floors removed, faired

and refitted (2 Port and 2 Starb.); 6 Floors faired in place

(4 Port & 2 Starb.).

Intercostals:- (all at after end of No. 2 Tank) 6 Intercostal

plates, with vertical and Bottom lugs on same, removed,

faired and refitted (3 Port & 3 Starb.).

In addition to above mentioned frames, floors and intercostals,

92 Bottom Frames and Floors (46 Port & 46 Starb.), with

2 rows of Intercostals on each side, were cut adrift,

faired to new line of Keel and rivetted, all in way of

before mentioned shell plating.

Centre Longitudinal:- 6 plates in way of damaged shell, with

top & bottom angles on same, cut adrift, faired to

new line of Keel and rivetted (rivet holes being

ruined & re-counter sunk as necessary).

Tank Top Plating:- 6 plates of centre strake removed, faired,

holes re-counter sunk & plates refitted, 1 in Engine Space

3 in Boiler Room and Cross Bunker, and 2 at after end of

No. 2 Hols.

12 plates (6 on each side of above mentioned Centre strake)

faired in place.

In order to carry out above repairs to Tank Top it was necessary to remove and afterwards refit 9 foundation angles attaching Boiler stools to Tank Top.

Bulkheads:- 16 Bulkhead Plates partly cut adrift and faired in

place viz:- 6 on Bulkhead between No. 2 Hols and Thwartship

41030-0040214



West Hartlepool

Continuation of Report No. 14537 dated 18<sup>th</sup> Nov. 1912 on theS.S. "TIME."

Bunker, and 10 on Bulkhead between 'Thwartship  
Bunker and Stokchold.

12 Bulkhead stiffeners faired in place viz:-

4 on 1<sup>st</sup> and 8 on 2<sup>nd</sup> mentioned Bulkheads.

21 Bracket Knees Connecting Bulkhead Stiffeners to  
Tank Top, removed, faired and refitted, viz:-

13 on 1<sup>st</sup> and 8 on 2<sup>nd</sup> mentioned Bulkhead.

The foundation angles on each of these 2 Bulkheads  
removed, faired and refitted.

Beams:- 1 Strong Beam in machinery space removed, faired  
and refitted.

Pillars:- 1 Round iron Pillar on above mentioned Strong Beam  
removed, faired and refitted.

Web Frame:- (On Port side in Engine Room) 1 web frame  
plate removed, faired and refitted and 1 plate faired  
in place.

Ceiling:- (The Ceiling was not complete at the time of the  
damage) all laid Ceiling in Holds & Bunkers (including  
that over Timbers) lifted, renewed where necessary  
and relaid.

Wood Decks:- Leak wood deck planking on Fore, Bridge and  
Forecastle, which has been partially laid, was removed,  
steb Decks under same cleaned, recoated and  
wood relaid but not Caulked.

Breakwaters on Forecastle removed, faired and refitted

Rudder:- Rudder taken ashore & sighted, pintles  
examined and Rudder replaced in position.

Bilge Keel:- The forward length of Bulb plate of Port  
Bilge Keel removed, faired and refitted.

Tank Filling, Suction & Sounding Pipes overhauls  
and made good.

Painting:- Bottom, Rudder & Topsides cleaned and  
(after repairs) recoated.

W1030-0040 3/4



West Hartlepool

Continuation of Report No. 14537 dated 18<sup>th</sup> Nov '12 on the"S.S. TIME"

Machinery:- Sea locks & Valves opened up, reground and regointed.

Strum on main injection (which was removed for flooding operations) refitted.

Cement throughout vessels (except part of No. 1 Tank which was not coated at the time of damage) renewed.

Sundry minor repairs done.

To Complete the repairs stated to be due to damage there remains to be done:-

Equipment:- One Bower Anchor and 30 fathoms of Chain Cable to retest.

Windlass:- One Cable-lifter and one warping drum on starbo. side to renew and windlass generally to overhaul.

Winches:- The winches at No. 2 Hatch (these have been used for salvage operations) to be overhauled and tested under steam. Remainder of deck machinery to be cleaned & placed in good working order.

Bridge Front:- 1 plate of Bridge Front to fair in place.

Hand Steering Gear:- To be overhauled and made good.

Fairleaders:- 1 on starbo. side of Forecastle to renew and 1 on port side of Forecastle to dress where chafes.

Deckhouse at after end of Bridge to scale & paint. Steel work throughout vessels where hot rivets to be unbolted and rust cleaned out before rivetting. Side Tanks in machinery space to be tested to Rule requirements.

N.B. This vessel sailed on the 16<sup>th</sup> inst. for Sunderland to complete (Sunderland Surveyors advise).

W1030-0040 4/4