

No.2 plate from for'd
set up and indented.

Renewed.

Shell Plating Portside
from aft.

A strake.

No.1 plate set up
and indented.

Removed, faired
and refitted.

No.2 plate set up
and indented.

Renewed.

No.4 plate set up
and indented.

Faired in place.

No.5 plate set up
and indented.

Removed, faired
and refitted.

No.7 plate set up
and indented.

Faired in place.

No.11 plate set up
and indented.

Cropped and part
renewed.

No.13 plate set up
and indented.

Renewed.

B strake.

No.2 plate set up
and indented.

Renewed.

No.3 plate set up
and indented.

Renewed.

No.4 plate set up
and indented.

Removed, faired
and refitted.

No.5 plate set up
and indented.

Renewed.

No.7 plate set up
and indented.

Removed, faired
and refitted.

No.8 plate set up
and indented.

Renewed.

No.9 plate set up
and indented.

Removed, faired
and refitted.

C strake.

No.1 plate set up
and indented.

Removed, faired
and refitted.

No.2 plate set up
and indented.

Faired in place.

No.3 plate set up
and indented.

Removed, faired
and refitted.

No.4 plate set up
and indented.

Renewed.

No.5 plate set up
and indented.

Renewed.

OVER/.

L. D.

C strake Contd.

No.6 plate set up
and indented.

Removed, faired
and refitted.

No.7 plate set up
and indented.

Removed, faired
and refitted.

No.8 plate set up
and indented.

Removed, faired
and refitted.

No.9 plate set up
and indented.

Faired in place.

No.14 plate set up
and indented.

Removed, faired
and refitted.

D strake.

No.2 plate set up
and indented.

Removed, faired
and refitted.

No.3 plate set up
and indented.

Removed, faired
and refitted.

No.4 plate set up
and indented.

Removed, faired
and refitted.

No.6 plate set up
and indented.

Faired in place.

No.7 plate set up
and indented.

Faired in place.

E strake.

No.3 plate indented.

Faired in place.

No.6 plate indented.

Faired in place.

No.13 plate indented.

Faired in place.

F strake.

No.14 plate buckled
at stem.

Cropped and part
renewed.

G strake.

No.4 plate indented.

Faired in place.

No.6 plate indented.

Faired in place.

No.15 plate buckled
at stem.

Cropped and part
renewed.

Doubler on 15 buckled
at stem.

Renewed.

H strake.

No.5 plate indented.

Faired in place.

No.6 plate indented.

Removed, faired
and refitted.

No.14 plate indented at
F.P. Bulkhead.

Faired in place.

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H strake contd.No.15 plate buckled
at stem.Cropped and part
renewed.

Bulwarks examined.

Restored to original
design all doors filled
in. New rail bar and
stanchions fitted in well
deck.Shell Plating Starboard
side from aft.A strake.No.1 plate set up
and indented.

Renewed.

No.2 plate set up
and indented.

Renewed.

No.4 plate set up
and indented.Removed, faired
and refitted.No.5 plate set up
and indented.

Renewed.

No.11 plate set up
and indented.Removed, faired
and refitted.No.13 plate set up
and indented.

Renewed.

B strake.No.2 plate set up
and indented.

Renewed.

No.3 plate set up
and indented.

Renewed.

No.4 plate set up
and indented.

Renewed.

No.5 plate set up
and indented.Removed, faired
and refitted.No.6 plate set up
and indented.Removed, faired
and refitted.No.7 plate set up
and indented.Removed, faired
and refitted.No.8 plate set up
and indented.

Renewed.

No.9 plate set up
and indented.Removed, faired
and refitted.No.10 plate set up
and indented.Removed, faired
and refitted.C strake.No.1 plate set up
and indented.

Faired in place.

No.2 plate set up
and indented.

OVER/.

S.S.D

C strake. contd.No.2 plate set up
and indented.Removed, faired
and refitted.No.3 plate set up
and indented.Removed, faired
and refitted.No.4 plate set up
and indented.

Renewed.

No.5 plate set up
and indented.

Renewed.

No.6 plate set up
and indented.

Renewed.

No.7 plate set up
and indented.Removed, faired
and refitted.No.8 plate set up
and indented.Removed, faired
and refitted.No.9 plate set up
and indented.

Renewed.

No.14 plate set up
and indented.Removed, faired
and refitted.D strake.No.2 plate set up
and indented.

Renewed.

No.6 plate set up
and indented.

Faired in place.

No.7 plate set up
and indented.

Faired in place.

No.8 plate set up
and indented.

Faired in place.

No.9 plate set up
and indented.

Faired in place.

No.10 plate set up
and indented.

Faired in place.

No.11 plate set up
and indented.

Renewed.

No.12 plate set up
and indented.

Renewed.

E strake.

No.2 plate indented.

Removed, faired
and refitted.

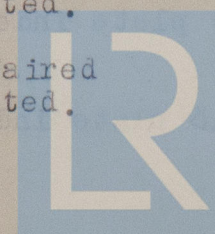
No.4 plate indented.

Renewed.

No.5 plate indented.

Removed, faired
and refitted.

No.6 plate indented.

Removed, faired
and refitted.

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E strake contd.

No.7 plate indented.	Faired in place.
No.8 plate indented.	Faired in place.
No.9 plate indented.	Faired in place.
No.13 plate indented.	Faired in place.

F strake.

No.4 plate indented.	Removed, faired and refitted.
No.5 plate indented.	Removed, faired and refitted.
No.6 plate indented.	Renewed.
No.7 plate indented.	Removed, faired and refitted.
No.8 plate indented.	Removed, faired and refitted.
No.9 plate indented.	Removed, faired and refitted.
No.10 plate indented.	Removed, faired and refitted.
No.14 plate indented.	Cropped and part renewed at stem.

G strake.

No.4 plate indented.	Faired in place.
No.6 plate indented.	Renewed.
No.7 plate indented.	Faired in place.
No.8 plate indented.	Faired in place.
No.9 plate indented.	Renewed.
No.10 plate indented.	Faired in place.
No.15 plate indented.	Cropped and part renewed at stem.
Doubler on 15 plate indented.	Cropped and renewed at stem.

H strake.

No.3 plate indented.	Faired in place.
No.6 plate indented.	Removed faired and refitted.
No.8 plate indented.	Faired in place.
No.9 plate indented.	Removed, faired and refitted.
No.15 plate indented.	Cropped and part renewed.

OVER/.

x.x.D.

J strake.

No.5 plate indented.	Renewed.
No.6 plate indented.	Faired in place.
No.10 plate indented.	Faired in place.
Bulwarks examined.	Restored to original design. All doors filled in. New rail bar and stanchions fitted in well deck.

Suction and discharge valve boxes examined and found locally wasted.

Renewed or repaired as necessary.

Double Bottom Framing (Port side).

Floor in 13 frame buckled.	Plate & frame cropped and part renewed.
Floors on 16-22 inclusive buckled.	Faired in place.
Floor on 23 buckled.	Plate & frame removed faired & refitted.
Floors on 24,5,6 buckled.	B.A. frames removed faired & refitted.
Floor on 27 buckled.	Floor & frame faired in place.
Floors on 28,9,30 buckled.	B.A. frames removed faired & refitted.
Floors on 32,3,4 buckled.	B.A. frames faired in place.
Floors on 61,2 buckled.	B.A. frames faired in place.
Floor on 63 buckled.	Floor & frame faired in place.
Floors on 64,5,6 buckled.	B.A. frames removed faired & refitted.
Floor on 67 (Tank end) buckled.	Floor & frame faired in place.
Floors on 68 & 70 buckled.	B.A. frames faired in place.
Floor on 114,5, buckled.	Faired in place.

Floor riveting - numerous slack and broken rivets. Re-riveted.

Double Bottom Framing (Starboard side).

Floor on 13 frame buckled.	Frame & floor cropped and part renewed.
Floor on 14 frame buckled.	Floor plate renewed. Frame faired & refitted.

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Double Bottom Framing
(Starboard side contd.)

Floors on 15,16 frames buckled.

Floor & frame faired in place.

Floors on 17,18 frames buckled.

Plates faired in place. Frames removed faired & refitted.

Floors on 19,20,1,2,3 inc. buckled.

Removed faired and refitted.

Floors on 24,5,6 buckled.

B.A. frames removed faired & refitted.

Floor on 27 buckled.

Floor & frame removed faired & refitted.

Floors on 28,9,30 buckled.

B.A. frames removed faired & refitted.

Floors on 32,3,4 buckled.

B.A. frames faired in place.

Floors on 36,7,8 buckled.

B.A. frames faired in place.

Floor on 50 buckled.

Outboard end of plate cropped faired and refitted. Frame faired in place.

Floor on 60 buckled.

Floor & frame faired in place.

Floors on 61,2,3 buckled.

Outboard end of plate cropped faired and refitted. Frames removed faired & refitted.

Floors on 64,5,6 buckled.

Frames removed faired and refitted. Floors faired in place.

Floors on 67,71 buckled.

Frame faired in place.

Floor on 72,3,4,6,7,9,80,2,3,4,6,7,8 buckled.

Faired in place.

Floors on 90,1,2 buckled.

B.A. frames removed faired and refitted.

Floors on 93,4,5,6 buckled.

Floors faired in place.

Floor on 114 buckled.

Floor faired in place.

Riveting of floors numerous broken and slack rivets.(all fore & aft).

Re-riveted.

Fore peak floors & frames.

Floors on 123,4,5,6,7 buckled. Removed faired and refitted.

Frames on 123,4,5,6,7 Port buckled.

Faired in place.

OVER/. Jx

Fore peak floors & frames
(Continued).

Frames on 123,4,5,6,7 Starboard buckled.

Faired in place.

Intermediate frames 4 off, buckled.

Ends faired in place.

1 lower stringer beam knee buckled.

Removed faired and refitted.

Numerous loose rivets and broken rivets.

Reriveted.

Hold frames (Port side).

Frames 41,2,3,4,5,6 buckled.

Removed faired and refitted.

Frames 16,74,5 buckled.

Faired in place.

Tank side knee on 16 buckled.

Renewed.

Tank side knee on 19, 20 buckled.

Faired in place.

Numerous slack and broken rivets in knees & margin lugs.

All riveting tested and re-riveted as necessary.

Hold frames (Star.side).

Frames 14-16, inc, 40-47 inc, 70-93 inc, set in.

Removed faired and refitted.

Frames 32-39 inc, 57-68 inc, set in.

Faired in place.

Tank side knees 16,17, 19, buckled.

Removed faired and refitted.

Tank side knee margin lugs 16,27,31,32,36, buckled.

Renewed.

Beam brackets at 35, 43-47 inc, buckled.

Removed faired and refitted.

Upper deck beam ends at 35,43,47 inc. buckled.

Faired in place.

Numerous slack and broken rivets in Tank side knees and margin lugs.

All riveting tested and re-riveted as necessary.

Frames in Tunnel Recess.

Frames 7-12 inc. P. & S. set in.

Removed faired and refitted.

Floor plates 7-12 inc.

Released and faired in place. 12 beam knees renewed.

Frames in F.W. Tank For'd.

2 short frames P & S buckled. Removed faired & refitted.

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Aft. Peak Bulkhead.

6 stiffeners slightly buckled.

Released and faired in place.

Bulkhead plating indented slightly.

Faired in place.

Fore Peak Bulkhead.

Frame bar indented at Port side locally.

Faired in place.

Wing plate slightly buckled.

Cropped and part renewed.

F.W. Tank Bulkhead in For'd store.

Plating buckled slightly.

Released and faired in place.

Frames & deck Boundary angles buckled slightly.

Released and faired in place.

3 horizontal stiffeners buckled.

Removed faired and refitted.

Girder bracket on aft. side buckled.

Released and faired in place.

SURVEY.Stern Post examined.

In order.

Rudder lifted and pintles etc. examined.

In order. Deck "Cheese box" bearing re-wooded.

Shell plating examined. Considerable damage possibly due to under-water explosion.

See 'Damage' for repairs. All shell repairs hose tested.

Stem bar examined, some damage in way of Forecastle and lower store.

See 'Damage' for repairs.

Fore Peak Tank examined internally, some damage to floors & frames.

See 'Damage' for repairs to internals, Shell plating & Bulkhead/coated with cement wash.

Tank tested.

In order.

F.W. Tank above F.P. Tank examined internally some damage to frames & Bulkhead.

See 'Damage' for repairs to internals, shell plating & Bulkhead/coated with cement wash.

Tank tested.

In order.

Chain Locker examined.

In order. Cleaned and painted.

Over/.

Anchors & Cables
ranged in dock.1 bower anchor. Certificate No. 52600 L.P.H.-S. 36Cwts. ✓
Oqrs. 7 lbs.

In order.

1 bower anchor. Certificate No. 81886 Dusseldorf. 1839KG. ✓
cwt

In order.

1 bower anchor. (Spare) Certificate No. 81887 Dusseldorf 1833 KG. ✓
36 cwt

In order.

1 Kedge Anchor. Certificate No. 66591. L.P.H.-C.H. ✓
9cwt. 1 qr. 21lbs. ✓
ex Stock.

In order.

400 metres 43mm. studded chain. Certificate No. 82510. Dusseldorf. ✓
GL

In order.

Hawse pipes examined.

Leaking at deck.

Deck plates lifted and re-seated with additional stiffening. Bolsters built up with welding where worn.

Windlass examined.

Re-conditioned throughout. Cable compressors overhauled and new screws fitted.

No.1 Double Bottom Tanks Port & Starboard. examined internally. Numerous slack rivets, minor damage to floors for'd.

Riveting tested and renewed as necessary. See 'Damage' for repairs to shell & floors.

Tank tested after repairs.

In order. Coated with bitumastic as necessary.

No.2 Double Bottom Tanks (Port & Starboard. examined internally. Considerable shock damage, bottom being set up locally and numerous broken rivets.

Riveting tested and renewed as necessary. See 'Damage' for repairs to shell & floors. Underwater fitting removed and structure made good, in way of same.

Tank tested.

In order, coated with bitumastic as necessary.

No.3 Double Bottom Tanks Port & Starboard. examined internally. Considerable shock damage, bottom being set up locally and numerous broken rivets.

Riveting tested and renewed as necessary. See 'Damage' for repairs to shell & floors. Underwater fitting removed and structure made good, in way of same.

Rule 227
2 Bower 33 cwt
1 Spare 28 cwt
1 Stream 8 1/2 cwt
240 @ 1 1/2

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Tank tested.

No.4 Double Bottom Tanks
P. & S. (Fresh water).
examined internally.
Considerable shock damage
bottom being set up
locally, and numerous
broken rivets.

Tank tested.

No.5 Double Bottom Tanks
P. & S. (Dry). examined
internally. Considerable
shock damage bottom being
set up locally, and numerous
broken rivets.

Tank tested.

No.6 Double Bottom Tanks.
P. & S. (Feed water)
examined internally.
considerable shock damage
bottom being set up
locally, and numerous
broken rivets.

Tank tested.

Cofferdam examined.
Minor shock damage.

This cofferdam is contiguous with Engine Room bilges.

No.7 Double Bottom Tanks
P. & S. (Ballast)
examined internally.
considerable shock damage
bottom being set up
locally, and numerous
broken rivets.

Tank tested.

No.8 Double Bottom Tanks
P. & S. examined
internally, considerable
shock damage bottom
being set up locally,
& numerous broken rivets.

In order, coated with
bitumastic as
necessary.

Riveting tested and
renewed as necessary.
See 'Damage' for
repairs to shell &
floors. Underwater
fitting removed and
structure made good,
in way of same.

In order, coated with
bitumastic as
necessary.

Riveting tested and
renewed as necessary.
See 'Damage' for
repairs to shell &
floors. Underwater
fitting removed and
structure made good,
in way of same.

In order, coated with
bitumastic is
necessary.

Riveting tested and
renewed as necessary.
See 'Damage' for
repairs to shell &
floors. Underwater
fitting removed and
structure made good,
in way of same.

In order, coated with
bitumastic as
necessary.

Riveting tested and
renewed as necessary.

Riveting tested and
renewed as necessary.
See 'Damage' for
repairs to shell &
floors. Underwater
fitting removed and
structure made good,
in way of same.

In order, coated with
bitumastic as
necessary.

Riveting tested and
renewed as necessary.
See 'Damage' for
repairs to shell &
floors. Underwater fitting
removed/.
OVER/.

No.8 Double Bottom Tank
Countd.

Tunnel Well & Recess
examined, frames set
in badly and floors
buckled.

Aft Peak Tank examined.
Bulkheads distorted.
Tank tested.

Tank Top examined above
and below.

No.1 Hold & Tween decks
examined.
Framing set in on Port
side over large areas.

No.2 Hold & Tween decks
examined.
Framing set in on Port
side over large areas.

Engine & Boiler spaces
examined.
Framing set in on Port
side.

Side Bunkers. (Port)
examined.

Nos. 1 & 2, 2nd strake
of bunker side wasted.

Sloped casing and
vertical plate under
deck wasted.

5 B.A. stiffeners wasted.

5 O.A. stiffeners wasted.

5 athwartship struts with
brackets wasted.

6 upper deck $\frac{1}{2}$ beams
wasted.

Side Bunkers (Starboard)
examined.

Foremost plate of F. & A.
bulkhead wasted.

Top plate of F. & A.
bulkhead wasted.

See 'Damage' for
repairs to shell &
floors. Underwater
fitting removed and
structure made good,
in way of same.

See 'Damage' for
repairs. Space
painted after repairs.

See 'Damage' for
repairs. Tank
cement washed.

In good condition
throughout, coated
with tar and cement
dusted. Ceiling
relaid on battens.

See 'Damage' for
repairs. Hold
painted and bilges
coated with bitumastic.

See 'Damage' for
repairs. Hold
painted and bilges
coated with bitumastic.

See 'Damage' for
repairs. Spaces painted
throughout.

Renewed.

Renewed.

Renewed.

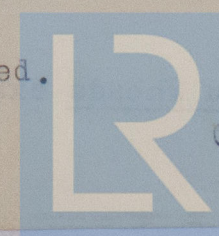
Renewed.

Renewed.

Renewed.

Renewed.

Renewed.



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4 Angle stiffeners
wasted.

Renewed.

4 Bulb angle stiffeners
wasted.

Renewed.

4 Athwartship struts with
struts with brackets
wasted.

Renewed.

7 Upper deck $\frac{1}{2}$ beams
wasted.

Renewed.

Tween Deck Bunker Portside.

Nos. 2,3,4 plates of
sloped casing wasted.

Cropped and
part renewed.

No.5 plate of sloped
casing wasted.

Doubled locally.

1st & 2nd strake of upper
deck plating at aft. end
of bunker wasted.

Renewed.

1st strake of upper deck
plating at fore end of
bunker wasted.

Renewed.

Access casing around ship
side discharges locally
wasted.

Cropped and
part renewed.

4 angle stiffeners of
sloped casing wasted.

Renewed.

3 tween deck B.A. hatch
coamings wasted.

Renewed.

4 angle stiffeners in
side trunked hatch
wasted.

Renewed.

Tween deck Bunker starbd.
side.

Nos. 2,3, & 4 plates of
sloped casing locally
wasted.

Cropped and
part renewed.

4 angle stiffeners
wasted.

Renewed.

3 tween deck hatch
coamings wasted.

Repaired as
necessary.

Saddleback & Coal Trunk
examined.

Renewed.

Saddleback plates wasted.
Fore & aft. ends of trunk
wasted.

Cropped &
part renewed.

Shaft Tunnel examined.

In order. 2 aft
crown plates
removed for access
and refitted.

Bulkheads examined.

In order. Water-
tight doors over-
hauled.

OVER/.

Decks, upper, forecastle
bridge & poop deck
examined.

Upper deck wasted on
port side tween deck
bunker.

See 'Bunker' for
repairs.

Upper deck stringer
slightly wasted at
aft end of Well deck
and at for'd end of
No.2 tween decks.

Doublings fitted
P & S.

Superfluous ladderway and other openings filled up
and structure made good.

Boat deck (Stringer & Tie plate) plated in over
accommodation under boats.

Casings & Deckhouses examined.

Casings in Tween deck bunker
locally wasted.

Repaired as
necessary. See
'Bunkers'.

Hatches, Freeboard and
Superstructure deck hatches
examined and found, coamings
to make good in way of
modification (removal of
M. S arrangements).

Coamings repaired
in accordance with
requirements see
L.L.4.D. form.

Hatch beams missing.

New beams constructed
in accordance with
rules see L.L.4.D.
form.

2 new access hatches
with W.T. covers
fitted in Bridge
Deck.

Complete new outfit
of 3" wood covers
supplied. Complete
new outfit of
Tarpaulins supplied
2 for each exposed
hatch, 1 for each in
superstructure.

Ventilators examined.

Supply and exhaust
fans removed from
Derrick Post and
Hold ventilators
and apertures
plated over.

Sanitary & Scupper discharges
examined.

Overhauled and re-
arranged to suit new
accommodation. See
L.L.4.D. form.

Bilge suction & Ballast
suction piping examined.

Several lengths of piping
wasted & lead bends broken.

Piping & lead bends
renewed as necessary.
Trial made on
completion.



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Air & Sounding pipes
examined.

Several lengths of piping
defective.

Masts & Rigging examined.

Hand pump to Chainlocker
examined.

Steering gear examined.

Renewed.

Masts In order.
Rigging completely
renewed.

In order.

All chains and
gear annealed as
necessary. Sheaves
overhauled and new
pins fitted as
necessary.
Quadrant re-inforced
with flat bar
stiffener.

The foregoing recommendations were
satisfactorily carried out and all watertight
work proved.

Modifications. All Bridge Tween deck Port lights
blanked off with Spigot patches.

A new stewards store was
constructed in bridge tween deck forward of boiler
casing.

A new store was constructed in fore end of Bridge
Tween deck.

Aft end of poop tween deck was fitted up for Crew
accommodation.

New tunnel escape was fitted up fore side of Aft.
Peak bulkhead.

Sidehouses on boat deck forward were lengthened
by approx. 5'-0" each.

See General Arrangement prepared by Humber Graving
Dock, Co., Ltd.

The requirements of Load Line Assignment
were attended to, See L.L.4.D. form and new full
period Load Line Certificates issued.

It is recommended that this ship being in
good and seaworthy condition be granted Classification
with this Register.

Thos. L. Dixon

SURVEYOR.



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Port No. 127

THE BRITIS

in Reg. Book

"WENSLEYDALE"
Spec
Classifi

ners Yorksh

ines :

Description 4

Cylinders, No. ea

lers :

in, No. & Descr

K. M.

key

in Steam Pipe

PELLER Shaft,

ss M.B.S.

Visit 12/7

of Visits 2

£

nses

£

Chief