

Date of writing Report Nov. 31st 1923 When handed in at Local Office Port of Belfast
No. in Reg. Book. 21121 Survey held at Belfast Date, First Survey June 28th Last Survey Nov. 23rd 1923
on the Wood Iron or Steel Trawl (No. of Visits 39)
GRAPHIC Master

TONNAGE:—		Built at	By whom	When	YEAR.	MONTH.
GROSS	1871	Belfast	Harland & Wolff Ltd.	1906		
UNDER DEK.	1333	Owners	Belfast. S. S. C. Ltd.	Port belonging to	Belfast.	
		Owners' Address				

NET 803 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both Name of Dock Alexandra Rd Destined Voyage Liverpool & Belfast
Leamce

WB = Cell D Bor DBa feet; uE & B feet; f feet; } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 85013 Port Bel Liv

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*).

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<p>✠ for Special Survey.</p> <p>Date of last Survey and of Periodical Surveys.</p>		

100 A.1 with Greenboard.	L.M.C. 3. 22 B 5. 3. 73
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3. 83.	TS. 3. 21. 09.
55. Nov. 21. 03. - 7. 18	
55. Dec. 21. 01 - 22	

Society's Freeboard (if assigned) as } 2 ft. 0½ ins
painted on Ship and now verified }

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? Masterson Jr. surveyor.
Sals. comm.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, fitting for burning oil fuel and.
2nd S. S. No 3

Damage stated sustained in collision with S. Balsam in Belfast Lough, when the S. Graphic sank & was submerged to below the mainmast deck. Vessel placed in dry dock, bottom & ^{sealed} mudders cleaned, examined & recoated. Shell plating, port side, renewed. H. 10. 1. 9. 10. T. 9. K. 9. 10 L. 11. M. 7. N. 6. 9. (Pinnacles & keelstrake) 2 plates in mainmast bulwark H. 9. 10 also renewed. G. 9. 10 in upper edge also T. 10 & L. 10. H. 11 bulwark plate removed & refitted Sea inlet, discharges, scuppers, drains, sail pipes, side lights, windows removed & replaced in way of damage or renewed as found necessary (cont.?)

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed	...	1391 part	794 part	7		15	1	6	Rudder stock removed. All
Removed and Fair'd or Repaired	...						1		Cabin, floor & linings removed
Fair'd or Repaired in place	...	4							replaced with extensive new work
PRESENT CONDITION OF THE									
Decks	good	Stringers good							
Caulking of Decks	"	Inner Bottom Plating "							
Waterways	"	State if Tanks have been examined inside yes							
Coamings	"	State if Tanks now tested yes							
Beams & Fastenings	"	Bulkheads good							
Outside Plating	"	Ceiling "							
Caulking of ditto	"	Cement or Packings (State which) "							
Rivets	"	Rudder "							
Breasthooks & Crutches	"	Steering gear and its connections "							
Transoms	"	Windlass "							
Frames	"	Have Pumps now been examined and found efficient? yes							
Reverse Frames	"	Have Sluice Valves now been examined and found efficient? none							
Floors	"	Have Watertight Doors now been examined and found efficient? yes							
Keelsons	"								
Dblng. Plates under Sounding Pipes		good							
Engine Room Skylights		"							
Oil Bunkers, Open'gs, Lids, &c.		"							
Scuppers		"							
Cargo Hatchways		"							
Hatches		"							
Planking of Wood Vessels									
Caulking ditto									
Treenails ditto									
Breasthooks & Stemson ditto									
Transoms, Pointers, & Crutches ditto									
Timbers of Frame at openings ditto									
Ditto ditto at other places ditto									
Stringers, Clamps & Shelves ditto									
Salting ditto									
(State if examined.)									
Copper, or Y.M. of Wood Vessels (State if on felt.)		When put on, Month Year							
Boats		good							
Masts, Yards, &c.		"							
Condition, how ascertained		by exam "							
(State if wedges removed)		yes							
Sails									
Equipment letter		T							
Anchors, No. of		33. 15. 14							
Cables (State if now ranged)		yes							
" length		220 fms size 1 3/4							
" (on board)		220 fms size 1 3/4							
" Rule length		220 fms size 1 3/4							
Hawser & Warps		good							
Standing & Running Rigging		"							

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No. 1-15 and ptND15, &c.*"

This vessel is eligible in my opinion to remain as classed & to have fresh record of survey Bel. 11-33 and notations S.S. Bel. 2nd 11th 3-11-33 and fitted for burning oil fuel F.P. above 150°F

Survey Fee (per Section 28) £ 15 : 0 : 0 Fees applied for,

Special Damage or Repair Fee (if any) £ 52 : 10 : 0

Travelling Expenses (if chargeable) £

Letting oil bunkers 9
Second Supervisor's Fee (if any) £ 11 : 11 : 0

Committee's Minute FRI. JAN. 4 1924

Character Assigned *10001*

Work paid
L. H. 3 1/2 3

Surveyor to Lloyd's Register of Shipping.



1911

1123 24 0630

7.



Is Certificate required? If so, to be sent to

W1079-0075 1/4

S.S. GRAPHIC

belaw deck in way of engine & boiler spaces renewed. All engine & boiler & tunnel platforms renewed, bilges cleaned & recoated & platforms replaced or extensively renewed. All woodwork in chain locker & stores renewed & extensively renewed. All bilges cleaned & coated. All double bottom tanks & peak tanks cleaned & examined internally, tested & found or made tight. All bilge, tank, service, air sounding pipes, steam & exhaust piping, scuppers, drains, soil pipes, heater pipes &c overhauled, removed where necessary to effect repairs, or where damaged, new renewed or repaired. Side scuttles & windows overhauled & damages renewed. All steelwork sealed & recoated & vessel generally reconditioned. Upholstery & furnishings reconditioned or renewed as found necessary.

Damage stated sustained in collision with the Fleetwood steamer H^o 1 fore & the side plate fore & starb^o renewed. Beading & jackstay on starb^o side removed & replaced. also all internal fittings

Damage stated sustained by contact with quay. On starb^o side forward of midships, indented shell plating faired in place and one length of wood fender renewed.

2nd S.S. H^o 3. At the owners' desire, in view of the extensive repairs occasioned by the above mentioned collision & the consequent removal of all linings, the vessel was submitted to the 2nd special survey H^o 3.

Vessel placed in drydock, bottom & under cleaned & sealed & examined & recoated. Holds, peaks, bunkers, engine & boiler spaces (coal bunkers & boiler removed) examined, sealed & recoated. All lining & ceilings & flooring removed. Outside plating drilled, & found satisfactory; results given below. All double bottom tanks & peak tanks cleaned, examined internally, recoated, tested & found satisfactory. Cables ranged. Masts (wedges removed), rigging, general equipment, ventilators, coamings & covers, decks, pumps, (land & steam) hatches throughout, watertight doors, air sounding pipes, windlasses, steering gear & its connections examined & found or made satisfactory. Freeboard verified

Thickness in $\frac{1}{16}$ of an inch	In way of original coal bunkers			4 feet aft of engine room			Centre of H ^o 3 hold & in way of break of bridge deck		
	Port	Starb ^o	Rule	Port	Starb ^o	Rule	Port	Starb ^o	Rule
Main St. Sheer Trake	16	15	16	16	16	16	18	18	18
1 st Stakes below	10½	12	12	13	12	12	10	10+	12
2 nd " "	11	12	11	11+	13	11	11+	12	11
3 rd " "	13+	13	12	12	13+	12	12	13+	12
4 th " "	13+	13	12	12	11+ and 12	12	13	12	12

S. GRAPHIC.

Vessel fitted for burning oil fuel. F.P. above 150°F. Two double ended & one single ended boilers removed & one double ended & two single ended boilers fitted. Coal bunkers removed & 2 oil bunkers fitted each side of double ended boiler, in accordance with approved plan & Secy's letter 14.17.8.93. Strong beams & coamings replaced. Pullan fitted in boiler space as found necessary. Oil bunkers tested with a head of water 20 feet above crown of bunkers & made tight. Plan of oil bunkers retained for dealing with similar job on sister vessel. "Hermes" now under survey here & fitted for burning oil fuel.

Wear & tear repairs. 11 frames in bridge space fitted with reverse bars on starboard side & 7 on port side. 13 frames starboard & 7 port in bridge space strengthened at main deck by continuous girders. 8 frames in wt. aft (sp 225) repaired & wt. bulkhead part doubled. Main deck in way of forecast, 1 plate part renewed & at lower deck, the tie plating in way of main part renewed. In way of forecast the end coaming of wt. & coamings in alleyways part renewed & deck doubled. In boiler space. 8 side keelson intercostals renewed. 5 floor top bars p 15 part renewed. 8 reverse bars part renewed at bridge (sp 785). Quantity of rivetting of side stringer shell laps in fore peak tank renewed with 3/4" rivets. Quantity of deck planking renewed & hatch covers extensively renewed. Several ventilator coamings renewed.

W. M. Aspinall