

17 DEC 1924

REPORT of SURVEY for REPAIR

Date of writing Report 16-12-24 When handed in at Local Office 16-12-24 Port of LEITH.

No. in Survey held at LEITH. Date, First Survey 14-11-24 Last Survey 17-11-24

Reg. Book. 66463. on the ~~Wood, Iron or Steel~~ SC. 371ST. SR. CHEYENNE. Master

TONNAGE:— Built at Newcastle. By whom Swan Hunter & Wigham Richardson Ltd. When 1908 - 17.

GROSS 4987. Owners Anglo American Oil Co. Ltd. Port belonging to Newcastle.

UNDER DE. 4694. Owners' Address See Crisp. Managers J. Hamilton.

NET 3015. (if not already recorded in Appendix to Register Book). Attached

Surveyed Afloat or in Dry Dock? Dry Dock. Name of Dock Imperial. Destined Voyage to be broken up.

WB=CellDBorDBa feet; uE&B feet; f feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 78293 Port NWC

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

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 Services offered

to Sub⁵, not accepted.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & PART SS. No. 1.

DAMAGE. Stated Caused by grounding off Saint Nicolas, on the 11th Nov. 1924.

Tenel placed in dry dock. Bottom and rudder examined.

FOUND:-

Stemframe partly missing and rudder mainpiece and plate badly bent and rudder unworkable. The P. & S. bottom shell plating from bilge to bilge more or less set up, corrugated, and in some places holed, and fractured. Floors, intercostals, bds, cr. keelson, frames, brackets, etc, bent and buckled. Cement broken. The damage extends all fore and aft.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	/	/	/	/	/	/	/	Temporary repairs effected. See Rept.
Removed and Paired or Repaired ...	/	/	/	/	/	/	/	
Paired or Repaired in place ...	/	/	/	/	/	/	/	

PRESENT CONDITION OF THE	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
State if Tanks have been examined inside	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
State if Tanks now tested	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Bulkheads	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Ceiling	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Cement (State which.)	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Rudder	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Steering gear and its connections	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Windlass	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Have Pumps now been examined and found efficient?	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Have Sluice Valves now been examined and found efficient?	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Have Watertight Doors now been examined and found efficient?	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.
Have Ventilators and their Coamings been examined and found efficient?	oil	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.	As per Rept.

General Observations, Opinion as to Class, Recommendation, Etc.:-

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 report is forwarded for the information of the Committee.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) £ 20

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

16-12-1924

Received by me,

5/11/25

Robt. Cheetham

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 23 DEC 1924

Character Assigned

See Minute on
Week Report



© 2020

Lloyd's Register
Foundation

W1134-0198

Cont'd

PART 55. No. 1. Fed. internally all oil holds P.B. with exception of No. 5 which contained a quantity of oil P.B.

FOUND:- Long. and transverse bulkhead plating, cross tie plating, shelf plating, stiffeners, and brackets, in the trunkways of oil holds which were examined found wasted.

No damage or wear and tear repairs (See also Inst. Rept. No. 78393.) were effected at this time.

Since making the foregoing examination of the Vessel, the Master Stated that the Vessel has been sold to Messrs P. & W. Mac Lellan, 129, Trongate, Glasgow, for breaking up purposes. This firm have had temporary repairs effected, of such nature as to enable the Vessel to be towed to Bridgeness (Firth of Forth) whither the Vessel ultimately proceeded to be broken up. In view of this the freeboard markings were not Verified.

AB:

ANCHORS.

[illegible]

CHAIN CABLES.

[illegible]