

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

Date of writing Report 26<sup>th</sup> April 40.When handed in at Local Office 29<sup>th</sup> April 40.

Port of NEWCASTLE ON TYNE

No. in  
Reg. Book.

Survey held at

South Shields.

Date, First Survey

8<sup>th</sup> April

Last Survey

15<sup>th</sup> April 1940.

36228 on the Wood, Iron or Steel

"TOGSTON"

(No. of Visits)

4

TONNAGE:-

GROSS 1547.

UNDER DK. 1140.

NET 898.

Built at

Hawthorn Hill-on-Sea

by whom

Furness S. S. Co. Ltd.

When

1924

MONTH.

6

Owners

Moorhill Steamships Ltd.

Owners' Address

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

Managers

Port belonging to

Newcastle.

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Middle D. R. Co. Ltd.

Destined Voyage

Cell DBor DBa

feet; uE&amp;B

feet; f

feet

total capacity

tons

FPT

tons; APT

tons; MT

feet

tons.

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+ 100 A1. 4.38.

+ LMC

SS SHL. No 3. - 1.37.

MS

1.37

BS

12.38

CL

1.37

Cargo tanks  
not fitted.

N.B.—All alterations in the existing records of tanks should be inserted.

Last Report, No.

97160

Port Nwe

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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?

Underwriters themselves.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

Damage stated caused:-

(a) Dry grounding at Waghams on the 26<sup>th</sup> Sept 1939.(b) Dry collision with S.S. "TERLINGS" during fog, on the 24<sup>th</sup> March 1940.

how done - Vessel placed in drydock, bottom + under cleaned, examined + recoated.

Damage (a) Repairs.

shell plates removed, failed + refitted.

scarbed C2.3.4.

" " failed in place.

Port 84.

C5.6.7.8.

Bridge keel scarba - 3 lengths renewed in 2 bars, 2 lengths removed, failed + refitted.

3 shell angles failed in place.

(see sheet 2.)

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and

Beams.

Inner Bottom

Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Failed or Repaired

Failed or Repaired in place

-

3.

-

-

-

-

-

-

-

See App. for bridge keel  
shell rivets + stem bar.

PRESENT CONDITION OF THE

Decks

partly enamel, good

Caulking of Decks

do.

Coamings

do.

Beams &amp; Fastenings

do.

Outside Plating

do.

Frames

partly enamel, good

Reverse Frames

do.

Longitudinals

do.

Transverses

partly enamel, good

Floors

do.

Keelsons

do.

Stringers

do.

Inner Bottom Plating

do.

Have the Tanks been examined internally?

in way of damage

Have the Tanks been tested?

do.

Bulkheads

partly enamel, good

Ceiling

do.

Cement or Asphalt

do.

Rudder

good

Steering gear and its connections

do.

Windlass

do.

Have pumps been examined and found efficient?

yes.

Have Sluice Valves been examined and found efficient?

yes.

Have Watertight Doors been examined and found efficient?

yes.

Have Ventilators and their Coamings been examined and found efficient?

yes.

Air and Sounding Pipes

do.

Doubling Plates under Sounding Pipes

do.

Engine Room Skylights

good

Coal Bunkers, Openings, Covers, &amp;c.

do.

Oil Bunkers

do.

Scuppers

do.

Cargo Hatchways

partly enamel, good

Hatches

do.

Planking

do.

Caulking

do.

Treenails

do.

Breasthooks &amp; Stemson

do.

Transoms, Pointers &amp; Crutches

do.

Timbers of Frame at openings

do.

" " at other places

do.

Stringers, Clamps &amp; Shelves

do.

Salting

do.

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

good

Masts, Yards, &amp;c.

do.

Condition, how ascertained

from dk. (No)

Equipment letter

p.

Anchors, No. of

38.15.

Cables (State if now ranged)

No

" length

mean diam.

" Rule length

size

Chain Locker

do.

Hawsers &amp; Warps

good

Standing and Running Rigging

do.

Sails

do.

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 eligible, in my opinion, to remain as classed, with fresh record of survey 4.40.

Survey Fee (per Section 29) £

Special Damage Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

30 APR 1940

Received by me,

19

G. Campbell. R. S. Lambell

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

54.40

100A

Cargo tanks not fitted

4.40



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Lloyd's Register  
Foundation

W1150-0258/2



NEWCASTLE-on-TYNE,

"TOGSTON."

About 420 keel + bottom shell ribs renewed.

Keel + shell seams + butts caulked where necessary.

3 floors + frames on floors faired in place in No. 2 D.O. tank starboard.  
A few minor repairs effected.

Fore peak tank, Nos 1, 2 + 3 D.O. tanks, + No 4 deep tank satisfactorily  
tested in way of repairs.

Damage (+) Repairs.

Stem bar faired in place.

P.T. stem plates in 1<sup>st</sup> + 2<sup>nd</sup> strakes below sheer faired in place.

Fore peak tank tested in way of repairs.

Wear + Tear Repairs.

1 doubling plate fitted on Boiler Room D.O. tank top.

Steering chains annealed, repaired + tested as necessary.

1 steering rod repaired with new end.

Chain cable studs in 1<sup>st</sup> length P.T. dealt with as necessary.

A gun seating has been fitted over after peak tank, and  
additional stiffening + pillaring arrangements fitted inside  
tank. Tank satisfactorily tested in way of new work.

A few minor repairs effected.

The weather decks, casings, hatchways (part battened down)  
ventilators, windlasses, masts + rigging, holds, Engine + Boiler  
rooms, + after peak examined generally. The steering chains,  
rods, sheaves, pins + buffers examined.

eff.