

REPORT of SURVEY for REPAIRS, &c.

NEWCASTLE-ON-TYNE

Date of writing Report 21.10.36 When handed in at Local Office 21.10.36 Port of North Shields

No. in Survey held at Reg. Book. 84268 on the Wood Iron or Steel

TONNAGE:-

GROSS 12156

UNDER DK. 9182

NET 1603

Built at

Owners

Managers

By whom

Owners' Address

Port belonging to

YEAR. MONTH.

When 1915 3

Surveyed Afloat or in Dry Dock? Yes Name of Dock Albert Edward. Destined Voyage

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

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. 4788 Port

(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.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 12 ft. 6 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR ALTERATIONS & COMPLETION 2ND SPECIAL SURVEY NO.2.

ALTERATIONS:- The two after digesters in the outer row on the port side of the flensing deck section were removed at Sandefjord & the beams & plating of the flensing deck at this point cut away for unshipping & shipping purposes. Certain of the pillars under the flensing deck were also cut away. A new horizontal Krauss machine has been fitted at this point, new deck beams & fore & afters have been fitted, the deck plating renewed, & additional pillars & girders fitted to suit the new arrangement of machines. Additional plating has also been fitted under the Shelter deck in way of the new Krauss machine.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	ho		(State if on Vell)
Caulking of Decks	see report	Dbing. Plates under Sounding Pipes	When put on, Month Year
Coamings		Engine Room Skylights	Boats
Beams & Fastenings		Coat-Bushes, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating		Oil Bunkers	Condition, how ascertained
" " in way of sidelights		Scuppers	(State if wedges removed)
Breasthooks		Cargo Hatchways	Sails
Transoms		Hatches	Equipment letter
Frames		Planking of Wood Vessels	Anchors, No. of
Reverse Frames		Caulking ditto	Chain Locker
Longitudinals		Treenails ditto	Cables (State if now ranged)
Transverses		Breasthooks & Stemson ditto	" length mean diam.
Floors		Transoms Pointers, & Crutches ditto	" Rule length size
Keelsons		Timbers of Frame at openings ditto	Hawser & Warps
Stringers		Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Sheifs ditto	
		Salting ditto	
		(State if 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptND24, &c."

The remaining requirements for Special Survey 2nd No.2 having now been complied with this vessel is in an efficient condition & eligible, in my opinion, to remain as now classed in the Register Book with fresh record of survey 8.36 & the notation of S.S. Osh. No.2.36.

Survey Fee (per Section 29)	£	:	:	Fees applied for, 23 OCT 1936
Special Damage or Repair Fee (if any)	£	10	10	0
Travelling Expenses (if chargeable)	£	:	:	Received by me 12.11.36
Second Surveyor's Fee (if any)	£	:	:	13/11

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 3 NOV 1936

Character Assigned

note in B.L. plus

Shell Dr. with

curr. whale oil in bulk

Ditto. for oil fuel

CERTIFICATE WRITTEN

16.11.36

S.S. No.2-36

+ L.M.C. 8.36

P.R.B.S. 8.36

W1159-0165

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Lloyd's Register Foundation

(Please see Bolo Report No 4488.)

1 Bar on forest pump from B/ld

1 " " 2/2

1. . . B/hs between Nos 9 & 10 Funks

Tanks in way of repairs tested under water pressure & found satisfactory.
The closing in of the flensing deck has been dealt with as stated under
the heading of alterations. Preboards unaltered.

Reboard Repair.

Glasses in sidelight in Shellin & Budge T.O. renewed & light renewed as necessary. - 3 air pipes & 1 vent plug renewed. - Door on Comptan in E cas forward repaired. - Pump room door handles renewed. - 2 Vent. cowls on Shellin deck aft. (PS) renewed & deck in way doubled. - Engine skylight glasses renewed as necessary. - 6 Hatch trapdoor lines renewed. - Storm valves overhauled. - Shellin T.O. clippers overhauled. - The Bulwark plate (PS) aft. renewed.

A. B. M.

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.