

10 OCT 1927

No. 81896

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 28.9.1927 When handed in at Local Office 29 Sept. 1927 Port of Newcastle on Tyne

No. in Survey held at Walker Wallsend Date, First Survey 2<sup>nd</sup> June Last Survey 26<sup>th</sup> Sept. 1927  
Reg. Book. 18814 on the Wood, Iron or Steel S.S. PRUNUS & City of Stockholm (No. of Vessels 33.)

TONNAGE

GROSS

UNDER DECK

NET

Built at

Owners

Managers

By whom

Owners' Address

Port belonging to

YEAR.

MONTH.

Surveyed Afloat or in Dry Dock? Both Name of Dock Swan Hunters Destined Voyage

WB=CellDBorDBa feet; u&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT 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. 6180 Port MCH

(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 3 ft 9½ ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Structural alterations consequent upon replacing the North British Diesel motors by steam reciprocating engines, and boilers. The alterations therefore have been confined principally to the machinery space and comprise new thrust seating &amp; extension of thrust recess, additional stiffening of double bottom, new boiler beams, fitting semi box beam at level of second deck and frames at 77 &amp; 84 frames, moving of W.T. bulkhead from 77 to 81 frame, new steel cross bunker bulkhead on 87 frame to height of second deck steel trunk to upper deck, fitting of port &amp; starboard pocket bunkers, coal shoot, ash shoot, new galley &amp; a number of minor items. The stern frame has been boxed out to size of new tube also after bulkhead &amp; supporting frame

NATURE OF DAMAGE REPAIRS:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

PRESENT CONDITION OF THE

Good

Working of Decks

Paintings

Rings &amp; Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblig. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks &amp; Stemson ditto

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Siding ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Keel).

When put on, Month

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

(on board)

Rule length

Hawser &amp; Warps

Standing and Running Rigging

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and pLND24, &amp;c."

This vessel is in my opinion eligible to remain as classed in the Register Book and to have fresh record of Survey 9.27.

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

304.10.27

405.

A.G. Akester

for Self &amp; T. S. Shute

Surveyor to Lloyd's Register of Shipping.

FRI. 14 OCT 1927

Committee's Minute

Character Assigned

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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

1117-0059(112)



for middle of tube.

During the course of alterations the vessel has been placed in dry dock, the bottom and rudder cleaned, examined & recoated. The tank top ceiling under hatches also over timbers has been removed & all double bottom tanks, deep tank, & fore and after peak tanks, cleaned & tested with water to height of upper deck. The W.T. bulkhead on 81 frame has also been here tested & the W.T. doors tried. The tank top has been tarred & cement dusted and ceiling replaced. Bulkhead cleading on fore & after peak bulkheads has been removed and replaced.

During the testing of double bottom tanks a number of defective rivets were cut out and renewed in tank side lugs, gusset angles &c, and riveting & caulking of tank top & shell generally were made good. About 20 gusset angles ( $6 \times 3\frac{1}{2}$ ) on each side of vessel had  $4 \times 4 \times .50$  lugs fitted on underside connecting gusset angles to the tank side brackets.

#### Voyage repairs.

The fore deck, upper & lower bridge decks were recaulked. Nos 1 & 5 derricks had new bands & drop links supplied & fitted on extreme ends & short lengths of chain spans supplied for same with bolts & links.

A number of minor repairs were also effected.

The alterations generally have been carried out in accordance with the Secretary's letters, & the following approved plans now forwarded viz. Bulkhead plan, plan showing modification to machinery space, tank top plating & intercostals & holding down bolts. A general plan showing the alterations is also forwarded.

The vessel has been re-measured for tonnage, the under deck tonnage, however, remaining unaltered.

The freeboard has been verified.

H. J. A.