

REPORT of SURVEY for REPAIRS, &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 2nd June Last Survey 26th Sept. 1927
Reg. Book. 18814 on the Wood, Iron or Steel S.S. PRONUS of City of Stockholm (No. of Visits 33)

42279
p

Tonnage: GROSS 5017.15 Built at Glasgow By whom Barclay, Cude & Co. Ltd. When 1925 MONTE. 8
UNDER DECK 4674.91 Owners Venatus Shipping Co. Ltd. Owners' Address Bevis Marks House, Bevis Marks, London E.C.3.
NET 3123.94 Managers Howard Tenno Ltd. Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Swan Hunters Destined Voyage ✓
WB = Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplement)
total capacity tons. FPT tons; APT tons; MT tons. }

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 with freeboard 4.27		+ LMC 8.25 Ch Oil Eng.
Cruiser Stern		

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 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.)

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 9 1/2 in.

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 & 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 & 84 frames, mooring 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 & starboard pocket bunkers, coal shoot, ash shoot, new galley & a number of minor items. The stern frame has been boxed out to size of new tube also after bulkhead & supporting frame

CHARACTER OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R-Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Obing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month
Condition of Decks <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Bulkheads <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Ceilings <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Cement or Asphalt (State which.) <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Rudder <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Steering gear and its connections <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Windlass <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Pumps now been examined and found efficient? <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Sluice Valves now been examined and found efficient? <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Watertight Doors now been examined and found efficient? <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>

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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and pIND24, &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) (per Sec. 20)	£	26 5 0
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Fees applied for, 29 SEP 1927
Received by me, 304 19 27
H.P.

H.P. Akester
for Self & T.S. Shute
Surveyor to Lloyd's Register of Shipping.

FRI. 14 OCT 1927

Committee's Minute
Character Assigned

100 A1 with fbd + NE + B 9.27
+ NE + B 9.27
filled for oil fuel 9.27
27. above 150° F



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 hose 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 (6x3 1/2) on each side of vessel had 4x4x50 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 & loop 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.

f.g.t.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

L117-0059(212)