

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

Date of writing Report 23<sup>rd</sup> Jan 1932. When handed in at Local Office 25/1/1932 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book Survey held at North Shields Date, First Survey 13 July 1931 Last Survey 22 Jan 1932  
 38305 on the Wood, Iron or Steel Tonnage "WELLFIELD" (No. of Tonnage 52)

TONNAGE— Built at Newcastle By whom Tyne Iron S.B.C. Rd. When 1924-3  
 GROSS 6054 Owners Field Tank S.S.C. Rd. Owners' Address  
 UNDER DEK 4951 Managers Hunking & Son Rd. Port belonging to Newcastle  
 NET 3584

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Smith's Destined Voyage  
 WB=CellDBorDBa feet; uE&B feet; f feet  
 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 inlets 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.

Report, No. 3382 Port 1st

1. Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of damage (the cause of which must be stated) should be separated from repairs due to other causes; repairs being detailed in the body of the report, should be summarized in the form shown below. Whenever the condition of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

2. In cases where the Surveyor has not made a special damage report he is required to state whether he has examined the vessel for this purpose and to whom and why they were declined

Yes, not required. Was a damage report made by anyone else? If so, by whom? Mr Menzies for underwriters.

3. OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been sustained through grounding in Black Sea 25/2/31 (see also Istanbul report No. 3382),  
 LENGTHENING OF VESSEL, & SPECIAL SURVEY No. 2.

Now done Vessel placed in dry dock, bottom & rudder cleaned & examined.  
 The whole flat of bottom from stem to Engine Room double bottom tanks was found badly buckled & set up between transverse & bulkheads & a number of side plates buckled & indented.  
 Rudder removed & all pulleys renewed & rebushed.  
 Lower portions of stem renewed (forging certificate appended).  
 Keel 24 plates renewed, 2 removed & replaced.

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items
1. Damage	214	143		32				Shim part renewed, main beam plates of
2. Repaired or Repaired	41	63		3				hence chains. This renewal, main of red
3. Repaired in place	19	14		8				garden of bottom beams run in cargo tanks renewed

CONDITION OF THE	State if Tanks have been examined inside	Yds. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
1. Good	yes	yes	(State if on Vels.)
2. Bulkheads	yes	yes	When put on, Month Year
3. Ceiling	yes	yes	Boats
4. Cement or Asphalt	yes	yes	Masts, Yards, &c.
5. Rudder	yes	yes	Condition, how ascertained
6. Steering gear and its connections	yes	yes	(State if wedges removed)
7. Windlass	yes	yes	Sails
8. Have Pumps now been examined and found efficient?	yes	yes	Equipment letter
9. Have Sluice Valves now been examined and found efficient?	yes	yes	Anchors, No. of
10. Have Watertight Doors now been examined and found efficient?	yes	yes	Cables (State if now ranged)
11. Have Ventilators and their Coamings been examined and found efficient?	yes	yes	length 285 ft. size 2 1/2 in.
			New Rule length 285 ft. size 2 1/2 in.
			Hawser & Warps
			Standing and Running Rigging

## 1. 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 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 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."

This vessel is eligible in our opinion to remain as classed & to have fresh record of survey 1,32582. & Notation S.S. 582. No. 2-32.

Survey Fee (per Section 20) £ 25 : 10 : 0  
 Special Damage or Repair Fee (if any) £ 35 : 0 : 0  
 Travelling Expenses (if chargeable) £ 41 : 10 : 0  
 Second Surveyor's Fee (if any) £

Fees applied for, 25 JAN 1932  
 Received by me, 13/6/1932

Alex E. Stevenson & T. Shaw  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute/

Character Assigned

100A1  
 SS No 2-32; Len: 1-32 + LMC 1-32  
 Amend notation of BH. S1-32

CERTIFICATE WRITTEN 26.5.32

(147)W134-0135



Bilge Keel. 1 length of hull plate renewed, 6 lengths removed faired & repl  
9 lengths of Tee Bar renewed, 4 lengths removed faired & repl

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

[illegible]

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

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cable.	When and by Supd.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
17229	15 1/6	2 3/8"	86 1/8	120 1/2	36 - 3 - 14	(for joining shackles)			Steel Ends.	✓	28/2/31. Sumb.
1A473	270	2 1/8	81 1/4		522 - 3 - 14	(16 joining, 1 end shackle).			- -	✓	26/9/31. Bussell
(Remarks entered below.)											
16448, 16 of 18072 L.W. 1st Steam Chain or Steel Wire...											

The transverse bulkheads from fore peak to after cofferdam were badly  
Base plates. 26 renewed, 5 part renewed, 3 removed & new ones  
4 3 fixed in place.

Double shell angles to bulbheads cropped & part removed & a number  
horizontal stiffeners & vertical webs removed or removed & faired as necessary (inter)

Longitudinal members have been filled in with material of soundings & arrangement as previously approved for the mold shop portion.



WELLFIELD.

The new main tank P.T.S. & new summer tank P.T.S. have been tested to rule requirements with satisfactory results.

The original Spar Bower anchor has been dispensed with & a new Bower anchor of 15 fathoms of new chain cable supplied as per Secretary's letter. Marks on new Bower anchor & cable verified with Certificate. (For particulars see back of page 1.).

## SPECIAL SURVEY No. 2.

vessel placed in dry dock, bottom & rudder cleaned & examined.  
Rudder lifted.

Examined peaks, chain locker, fore hold, poop, bridge & deck spaces, pump rooms, & machinery space.

Examined internally & tested fore & after peak tanks, fore deep tank, cifferdams, main cargo tanks, summer tanks, oil fuel bunkers & double bottom tanks aft.

Main pump room flooded.

Examined decks, masts, rigging, ladders, hatchways, hatch & ventilator coverings, casings, windlass, steering gear & connections, anchors & general equipment, air & sounding pipes, Chain cables ranged. Freeboard verified.

Wear & Tear repairs.

Bridge front & pump room casing cracked & part removed.  
Bottom & rudder revealed & a few minor repairs effected.

The hatch to fore hold in trunk up forward has now been plated over with .32 plating stiffened by 3 transverse bulk angles.  $9 \times 3\frac{1}{2} \times .50$ , plating extended to coaming top angle to our satisfaction.

all.

At the request of the Owners a patent corrugated metallic packing was fitted as an experiment on a few connection bars on the forward bulkhead of the after main tank starboard side. On the forward side (caulking side) the packing was fitted between bulkhead plating & six connection bars for bottom brackets, & in way of three of these bars the packing was fitted behind the connection bars on back side of bulkhead.

The tank was tested without the above bars being caulked and the results were very satisfactory, but as a precautionary measure the bars were lightly caulked after test.

(continued)



WELLFIELD

The following items have been carried out in connection with the new convention forecast requirements (See Secretary's letter 12/1/32).

Companion in Forecastle. Sill has been raised to 18 inches above deck & door open from both sides.

Goose-neck air pipes on F'de. Two at side raised to 17 inches above word deck & one forward to 18" above word deck.

Goose-neck air pipe on Poop raised to 17 inches above word deck. Word plugs fitted to air pipes.

Scupper & Sanitary discharges are as reported in form C11. Doors in casings open from both sides.

Also on poop front a Arranged BA. 8" x 3" x 40" has been welded to bulkhead at half depth, riveted to bracing bracket at side & to new bracket 30" x 50 at main side.

(See Sec. letter to Messrs Curchin & Watson 10/12/31)

new

existing

all.

The <sup>Registered</sup> new dimensions of this vessel are:

L = 409.85' B. 51.4' D. 30.1'

New Tonnages:

Gross 6053.95

U.D. 4951.15

Net. 3584.16.

It is noted that the above figures are now in the Register Book.



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Foundation

(4/4) W134-0135