

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16th September 1927 When handed in at Local Office 12.9.27 Port of Hull
 No. in Reg. Book. 27433 75536 Survey held at Hull Date, First Survey 13th April Last Survey 2nd September 1927
 (No. of Visits 46)

on the Wood, Iron or Steel S.S. "Lepanto"
 TONNAGE:— Built at Pt. Elsgow By whom Russell & Co When 1915 MONTH 11
 GROSS 6394 6368 Owners Ellerman's Wilson Line Ltd Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. 4440 Managers ✓ Port belonging to Hull
 NET 4041 4020

Surveyed Afloat ✓ in Dry Dock? Yes Name of Dock Alexandra King George Destined Voyage to L.M.C. 12, 24
 WB=CellDBorDBa feet; u&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 total capacity tons. FRT tons. APT tons. MT feet tons.

N.B.—All alterations in the existing reports 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. 27389 Port NYK

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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; being detailed in the body of the report, should be summarised in the form shown below. Whenever the report 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.

cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose and to whom and why they were declined Yes.

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 7 ins.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor Blackthorn & Hemmings
 OR EXAMINATION AS PER RULE, FOR Damage & S.S. No. 3. (See Special Remarks List) and York Report No. 27389.

Damage stated to have been sustained by the vessel grounding at Stemore on the 28th February 1927 also through causes unknown. done!—Vessel placed in dry docks the bottom, keel and rudder examined and placed in good condition and recoated. Rudder red, judgements rebushed, and rudder refitted. All defective shell plates renewed and caulking overhauled & made good.

No. 1, 2 + 3 plates renewed (3)
No. 14 + 15 plates removed faired & replaced (2)
Keel plate in way of A 14 faired in place (1)

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
ownd	<u>18</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>as stated P.T.O</u>
oved and Faired or Repaired	<u>33</u>	<u>3</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>8 late top plates, deck jud</u>
ed or Repaired in place	<u>35</u>	<u>78</u>	<u>✓</u>	<u>35</u>	<u>5</u>	<u>✓</u>	<u>✓</u>	<u>bulge keels etc</u>

CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblng. Plates under Sounding Pipes <u>good</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
astenings <u>✓</u>	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>✓</u>	(State if on Felt.)
ating <u>✓</u>	Bulkheads <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	When put on, Month <u>✓</u> Year <u>✓</u>
s <u>✓</u>	Ceiling <u>✓</u>	Scuppers <u>✓</u>	Boats <u>good</u>
ames <u>✓</u>	Cement on Asphlt. (State which.) <u>✓</u>	Cargo Hatchways <u>✓</u>	Masts, Yards, &c. <u>✓</u>
als <u>✓</u>	Rudder <u>✓</u>	Hatches <u>✓</u>	Condition, how ascertained <u>from alpt</u>
s <u>✓</u>	Steering gear and its connections <u>✓</u>	Planking of Wood Vessels <u>✓</u>	(State if wedges removed) <u>none</u>
om Plating <u>✓</u>	Windlass <u>✓</u>	Caulking ditto <u>✓</u>	Sails <u>✓</u>
	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>✓</u>	Equipment letter <u>2</u>
	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>✓</u>	Anchors, No. of <u>3 B. 15. 1K</u>
	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	Cables (State if now ranged) <u>Yes</u>
	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>✓</u>	length <u>270</u> size <u>2 1/2 6 2 1/2</u>
		Ditto ditto at other places ditto <u>✓</u>	Rule length <u>270</u> size <u>2 1/2 6 2 1/2</u>
		Stringers, Clamps & Shells ditto <u>✓</u>	Hawser & Warps <u>good</u>
		Salting (State if examined) <u>✓</u>	Standing & Running Rigging <u>✓</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 ptn24, &c."

All the requirements for Special Survey No. 3 having been complied with this vessel is now in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 9.27 and the notation of S.S. Hul No. 3-9.27 in the Register Book.

Fee (per Section 29) £ 23 : 0 : 0

Damage or Repair Fee (if any) £ 42 : 0 : 0

Surveyor's Fee (if any) £ 10 : 0 : 0

Surveyor's Fee (if any) £ 10 : 0 : 0

Committee's Minute

TUES. 27 SEP 1927

Character Assigned

100 A.I. Shelter & w. Hd

ss No. 3-9-27

dr 27.9.27

Fees applied for, 16.9.27

Received by me, 26.10.27

Received by me, 26.10.27

Received by me, 26.10.27

Arthur Scullard Henry Gibbs
 Surveyors to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W159-0060114

S. S. "Lepanto".

After shoe plate buttstrap renewed.

Shell plating port side. A 2, 3, 5, 6 + 14. B 7, 8, 11 + 13, C 5, 6, 7, 12 + 13.

D 3, 4, 5, 6 + 10, F 1, G 3, H 3, 4, 5 + 15 + J 15 removed failed replaced (26)

A 4, B 3, 4, 5, 6 + 10, F 4, 6, 11 + 16 + G 4 renewed (11)

B 12, C 10 + 11, D 13, E 16, F 5, G 2 + 5, J 2, 3, 4, 5, 14 + 16, K 2, 4, 5, 15 + 16 + M 2
failed in place (20)

Bilge Keel. 1st + 2nd lengths removed failed replaced.

Shell plating starboard side. A 2, F 1, 4 + 16 renewed (4)

A 15, F 2, G 2, 4 + 6, H 1, 2 + 8, J 4, 5, 7, 14, 15 + 16 failed in place (14)

H 3, 4, 5 + 7 + J 15 removed failed replaced (5)

Main Framing Port side. Collision bulkhead frame + 12 frames failed in place (13)

3 frames in Tunnel Recess failed in place (3)

13 beam knees riveted

Main Framing starboard side. 7 frames failed in place (7)

6 beam knees riveted

Shelter Deck Beams. 5 Beams forward of No. 1 Hatch failed in place (5)

Two deck girders in way removed failed replaced.

2 additional pillars fitted under each girder.

No. 1 double bottom tank port side. 17 floors failed in place (17)

1 frame removed failed replaced (1)

32 frames failed in place (32)

8 floor lugs connecting floors to margin plate renewed.

Half height intercostal between No. 6 + 7 floors removed failed replaced.

Intercostal shell lugs between No. 19 + 20 floors failed in place.

No. 1 double bottom tank starboard side. 3 angle lugs connecting floors

to margin plate renewed.

No. 2 double bottom tank port side. 17 floors failed in place (17)

22 frames failed in place (22)

1 frame removed failed replaced (1)

1 frame cropped removed failed replaced + back bar fitted (1)

4 lugs connecting floors to margin plate removed + riveted

7 intercostal shell lugs renewed + 5 shell lugs removed + riveted

No. 2 double bottom tank starboard side. 9 lugs connecting floors to margin plate removed + riveted.

No. 5 double bottom tank starboard side. 1 lug connecting floor to margin plate renewed.

No. 6 double bottom tank port side. 1 floor failed in place (1)

1 frame failed in place (1)

2 lugs connecting floors to margin plate renewed.

No. 6 double bottom tank starboard side. 1 angle lug connecting floor to margin plate renewed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collector Weight.															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
62012	15 1/2	2 1/4	91 1/2	127 1/2	39.2.26	37.3.18	15	2 1/4	Stud	not stated	3/6/27 Lipton. Bayed
Iron Stream Chain or Steel Wire...											

HULL.

S. S. "Lepanto."

No. 2 tank top in No. 3 hold. 8 tank top plates renewed.

All broken & disturbed cement renewed.

All removals replaced or renewed or repaired where necessary.

All double bottom tanks & after peak tanks examined internally and on completion of repairs tested under water pressure to rule requirements.

Steering gear overhauled & placed in good condition. and chains annealed.

S. S. No. 3. Vessel placed in dry dock, the bottom, keel and rudder cleaned examined & placed in good condition and recoated. Rudder lifted and refitted. Holds peaks, tween decks, bunks and machinery spaces cleaned. All ceiling removed from tank top in holds and bunks, timber boards and sparring removed throughout and steelwork exposed (including plating in way of sidelights and in way of ash short opening). All oxidation removed throughout the vessel and steelwork examined and placed in good condition. There being no indication of wastage it was not considered necessary to drill the shell plating. All double bottom tanks & after peak tanks examined internally and tested under water pressure to rule requirements. Floors sealed where necessary and all broken and loose cement renewed. Decks examined and drilled and gauged as necessary. Chain cables ranged, chain locker examined and cables replaced. Masts and rigging examined, the repairs recommended in the rigging report have been carried out, hatches (in position at the hatchway) steering gear and its connections, rods, chains etc, rudder quadrant and tiller, windlass, pumps, watertight doors, air sounding pipes, general equipment examined and placed in good condition. Freeboard verified. Doubling plates found under all sounding pipes. Ventilators and their coverings examined and placed in good condition.

Wear & Tear: - The following repairs were carried out:-

No. 3 double bottom tank under Boilers. 1 centre strake plate renewed also 6 tank top plates, the bottom angles of 8 boiler stools renewed 9 tank side gusset angles renewed.

No. 4 double bottom tank under Engines. Engines removed and on

completion of repairs to tanks & tank top replaced.

Centre strake of tank top cropped & part renewed.

Centre girder top angles cropped & part renewed.

6 single and 2 double reverse frames on port side and 7 single & 2 double reverse frames on starboard side cropped & part renewed.

2 new lines of intercostals fitted each side under Engines.

1 tank top plate each side of thrust cropped & removed at after end for fitting new intercostals, plates replaced & new buttstraps fitted.

P.T.O

S. S. "Lepanto".

Tank top plating under Engines renewed. Thrust seat top plate renewed also lower side plate of thrust recess.

Upper tween deck Bunkers port & starboard sides. 1 doubling plate fitted each side on Upper deck in way of saddle back.

New girders fitted at centre line under Main deck from fore end of No. 4 hatch to Engine Room bulkhead with 2 additional pillars. 1 deck plate removed failed replaced and 3 deck plates failed in place in way of above.

A number of hatch covers renewed & minor repairs carried out.

The Stokeshold bulkhead has been recessed for new donkey boiler as per approved plan enclosed. On completion same has been tested & found satisfactory.

15 fathoms of 2 4/16 cable has been supplied, placed on board and verified with certificate, for particulars please see back of report 8

AS.