

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17th SEP. 1942 When handed in at Local Office 23/9/1942 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. 7223/ Survey held at NORTH SHIELDS. Date, First Survey 27th Aug. Last Survey 13th Sept 1942
 (No. of Visits 12.)

7223/ on the Wood, Iron or Steel DALEBY.

TONNAGE:— Built at NEWCASTLE. By whom ARMSTRONG WHITWORTH & CO. L^d When 1929 MONTH 11
 GROSS 4640. Owners RODNER SHIPPING CO. L^d Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 4341. Managers (check) Port belonging to WEST HARTLEPOOL.
 NET 2785.

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock SMITHS DOCK CO. L^d Destined Voyage

Cell/Dor/Dba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveyors (Including date of N.B., if any).
<u>+100 A-1.</u>	<u>+L.M.C. 1-38.</u>
<u>WITH FREEBOARD.</u>	<u>-B.5.6.42.</u>
<u>10-41. Bal.</u>	<u>C.L. N.12-40.</u>
<u>55. SW. No. 2-38.</u>	

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 100449 Port NWC

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 Yes

Society's Freeboard (if assigned) as painted on Ship and now verified 10 ft 7 1/4 ins.

not required

Was a damage report made by anyone else? if so, by whom? Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused through explosion near to vessel on the 8th + 10th of August 1942 whilst on Voyage Halifax (N.S.) to United Kingdom. and loss of Bower Anchor and 30 fathoms of cable in Sydney Harbour on 29th July 1942.

General Examination & Extension of 4 main W/T Bulkheads in Shelter Tween Decks.

Now DONE Vessel placed on Pontoon. bottom rudder - cleaned, examined & recoated.

DAMAGE The following damage found. Port shell from fwd. E.7 + 05.6. indented and Starboard E.7.8 + F.6.7. indented (E.7.8. F.7. previously recorded - see last Report No. 100242. March 1942. appears to be further indented and rivets started).

The riveting and caulking was overhauled P.T.S. and approx 61 shell rivets port + 33 starboard renewed — As this damage did not affect the efficiency of the vessel it is submitted that permanent repair be deferred to the first convenient opportunity.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								<u>See Report</u>
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>(faint end) Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>(State if on Feet)</u>
Planking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>"</u> Year <u>"</u>
Stairways <u>(faint end) "</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	Boats <u>Good</u>
Rims & Fastenings <u>(faint end) "</u>	Rudder <u>Good</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Side Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>from Deck</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed.)
Frames <u>(faint end) Good</u>	Have pumps been examined and found efficient? <u>"</u>	Planking <u>"</u>	Equipment letter <u>Z</u>
Transverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>"</u>	Caulking <u>"</u>	Anchors, No. of <u>28 15.</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>Good</u>	Treenails <u>"</u>	Cables (State if now ranged) <u>Lo.</u>
Inverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>	Breasthooks & Stemson <u>"</u>	" length <u>225.</u> mean diamr. <u>"</u>
Stems <u>(faint end) Good</u>	Air and Sounding Pipes <u>"</u>	Transoms Pointers & Crutches <u>"</u>	" Rule length <u>270</u> size <u>2 1/16.</u>
Stemson <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>"</u>	Chain Locker <u>Good.</u>
Inner Bottom Plating <u>(faint end) Good</u>		" " at other places <u>"</u>	Hawsers & Warps <u>Efficient</u>
Have the Tanks been examined internally? <u>See Report</u>		Stringers, Clamps & Shelves <u>"</u>	Standing and Running Riggings <u>"</u>
Have the Tanks been tested? <u>Report</u>		Siding <u>"</u>	Sails <u>"</u>
		(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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen is in good and efficient condition, and is eligible in my opinion to remain as classed with fresh record of Dry Docking 9.42 and notation

Examined 9.42 (12 months) Subject to permanent repairs to indented keel + bottom plating and plate F.5. (P.5) and bulkhead in way, also to plating in way of No. 2 Hold (P.T.S) at the first convenient opportunity.

Survey Fee (per Section 29) <u>£</u> 10 : 0 : 0	Fees applied for.
Special Damage or Repair Fee (if any) <u>£</u> 3 3 0	<u>Not yet</u>
Travelling Expenses (if chargeable) <u>£</u> :	Received by me,
Second Surveyor's Fee (if any) <u>£</u> :	<u>19</u>

1. Bower Anchor + 45 fathoms of cable to Supply.

G. Young

Surveyor to Lloyd's Register of Shipping.

Committee's Minute note

Character Assigned note

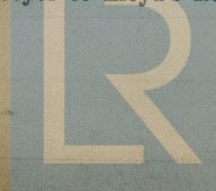
FILE 9 OCT 1942

100449

With plating subject

Examined 9.42

W163-00370(12)



Lloyd's Register
Foundation

DAMAGE (CONT'D)

DALEBY.

3 lengths of Bilge keel hull plate. Port. removed faired and refitted.
A few stringer connection rivets to Fore Peak bulkhead renewed.
Fore Peak bulkhead, lower stringer angle connection renewed.
Fore Peak Tank watertested with satisfactory results.

Loss of 1 Bower Anchor & 30 fathoms of cable, these have now been replaced at this time - Vessel now has 2 Bower & 1 Stream Anchor & 225 fathom of cable. 45 fathom of cable to supply after the present emergency.

The certificates for the new anchor & cables verified, see particulars below.

NOTE - 1 Bowers anchor stated to have lost previously. date unknown.

GENERAL EXAMINATION.

The Holds, Tween Decks, Structure below Boilers, The Keels, Machinery Spaces, Decks, Casings, Ash Soot, Ventilators, Hatchways and closing appliances, General Equipment, Steering Gear and its connections and windlass generally examined and found or placed in an efficient condition. The bunkers partly filled with coal, stowwork above coal level found in good condition.

A Renewal Treeboard Survey now held - report forwarded.
Woods & Trees again.

WEAR & TEAR REPAIRS

RUGGER LIFTED - 1 Bush + 13 rudder arm rivets renewed.

BUNKER TWEEN DECKS. 2 deck stringers plates renewed and 1 part doubled.

1 adjoining deck plate renewed.

Stringer angle cropped and part renewed.

RT & STAR.

(SEE PAGE 3).

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

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]

Rpt. 9a.

Port of **NEWCASTLE-ON-TYNE** Continuation of Report No. **100729** dated **13/9/42** on the

13/9/42. on the

DALBY.

WEAR & TEAR REPAIRS (CONT'D)

BUNKER TWEEN DK FRAMES. 10 But. 7 Stars^o crossed above deck and renewed to scarf on main frames below deck. - Butts welded - Shell hose tested and found satisfactory.
1 Shell web frame P.S. deck angle renewed.

ASH SHOOT. A small welded doubling plate fitted on lower plate in Tweendeck.

THE FORE & MAIN MAST IN TWEEN DECK. 1 seam on each mast was found to be sprung and a few rivets sheared. Seam faired in place and 16 seam rivets renewed. (Stated to have been caused through water freezing in mast.) A drain plug has now been fitted in each mast.

The N° 1 & 2 Hold bulkhead, ^(PS) shell boundary angle of plate slightly buckled (See 5 R.L.).
Bar released, Bulkhead plate & bar forced in place and approx 12 rivets
boundary bar to bulkhead plate renewed.

A few minor repairs effected.

A. TUNNEL ESCAPE (Sea Transport Requirement) has now been fitted from Tunnel Top in No 4 Hold to new steel companionway on Tonnage opening on Shelter Deck (Plated over previously - War Emergency) (C. 11 contra Report forwarded).

EXTENSION OF 4 MAIN WATERTIGHT BULKHEADS IN TWEEN DECKS.

PER CIRCULARS M.S. 603/42. (MERCHANT SHIPBUILDING).

M. 152376/42 (MINISTRY OF WAR TRANSPORT).

4 Steel bulkheads (virtually watertight) have now been fitted in the Shelter Tween Decks on frame 41 (above $1/2$ holds) + frame 126 (above $3/4$ holds).

" " 65. PHS abreast aft end of Engine Room casing

" " 82 Pts. almost found " " Boiler Room casing

These new Tween deck bulkheads now extend the main watertight bulkheads under to the shelter deck.

Each Tween deck compartment formed is efficiently drained by scuppers Pts
to the bilge

A Hinged watertight door has been fitted P45 in tween deck bulkhead 82.

The bulkheads were hoisted and found satisfactory.

SPECIAL REASONS LIST.

Repair to indented keel and bottom plating and plate F5(P.5) and bulkhead in way also to plating in way of No 2 Hold P15, the above examined and found or placed in an efficient condition.

The bulkhead bay angle between Nos 1 & 2 holds and tween deck stringers plate (Temporary repaired). These items have now been dealt with previously in this report. It is submitted that these items be deleted from S.R. list.