

WRECK SECTION
(Received at London Office)
15 MAY 1953
No. 36027
REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report... 12th MAY 1953. When handed in at Local Office... 19...
in Survey held at SUNDERLAND Date, First Survey 30th APRIL Last Survey 5th MAY 1953
Book. on the Wood, Iron or Steel S.S. "WARREN FIELD" (No. of Visits... 4...)

TONNAGE :- Built at SOUTH SHIELDS By whom J.P. RENNOLDSON & SONS Ltd YEAR 1916 MONTH 5
403 Owners WARREN SHIPPING Co., Ltd Owners' Address
ER DK 291 Managers Port belonging to LIVERPOOL
163

oyed Afloat or in Dry Dock? SLIPWAY Name of Dock CROWN'S SLIPWAY Destined Voyage

Bor DBa feet; uE & B feet; f feet; fa }
capacity tons. FPT tons; APT tons; MT tons. }
Only alterations in the existing records of tanks should be inserted.

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

t Report, No. 19396 Port Hep.

cal Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

nage 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.

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 Surveys (Including date of N.B., if any).
100A1. 10.52	L.M.C. 2.49
S.S. SHL. - 4.48 (Dr)	B.S. 5.52
	T.S. C.L. 12.50
Cargo Battens not fitted	
Society's Freeboard (if assigned) as painted on Ship and now verified	
ft. ins.	

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

IRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY

W DONE:- Vessel placed on Slipway, the Bottom, Side Shell, and Rudder, cleaned and examined. Holds cleared and mined (Wood ceiling removed) Fore and After Peaks examined internally. Hatches and closing arrangements, Vents covers, Air and Sounding pipes, Engine and Boiler Spaces, Steel and Wood Decks, Accommodation and Store Spaces, Steering Gear, Windlass, Chain Locker, Casings, Superstructure Bulkheads, Openings in Shell plating, etc., examined. al Bunker not examined.)

following recommendations have been made:-

- ALL:- A number of defective rivets in Keel, Bottom and Side Shell to renew. (Approx. 800/900.)
- Corroded shell flanges of old fender angles to remove, and defective rivets to renew.
- Shell Plates, Port F5, E11, and Starboard D7 (Drilled) to renew.
- Indented Shell Plates, Port A5, B6 and C6, Starboard C1, C2, C4, C7, C8, and D2 to fair as necessary

RY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
enewed ...								
removed and Faird or Repaired								
aired or Repaired in place ...								

T CONDITION OF THE

of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
s	Celling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Fastenings	Cement or Asphalt	Oil Bunkers	Boats
Plating	Rudder	Scuppers	Masts, Yards, &c.
in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Frames	Windlass	Hatches	Equipment letter
inals	Have pumps been examined and found efficient?	Planking	Anchors, No. of
ses	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Bottom Plating	Have Watertight Doors been examined and found efficient?	Treenails	length mean diamr. (on board.)
Tanks been examined internally?	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Rule length size
Tanks been tested?	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting	
		State if examined	

eral 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."

Forwarded for the information of the Committee.

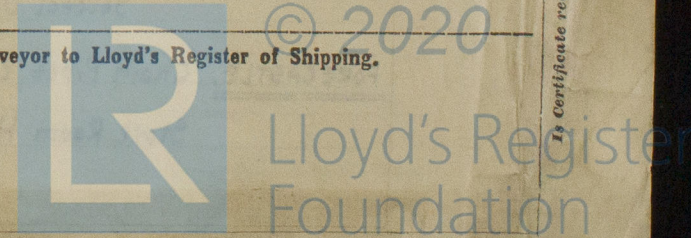
Fee (per Section 23)	£ 20 : 0 : 0	Fees applied for, see 14/5/53
Damage or Repair Fee (if any) per Sec. 23)	£ : : :	Received by me, 19
ng Expenses (if chargeable)	£ : : :	
Surveyor's Fee (if any)	£ : : :	

nittee's Minute

acter Assigned

W.N. Henckel and H.P. Lewis

Surveyor to Lloyd's Register of Shipping.



W1641-0113C112

FORE HOLD Wood ceiling completely removed for access, to part-renew. Shell frame cement chocks removed.

Floor Top angles, Port, 19 in N^o, and Starboard, 17 in N^o, to renew complete. Remainder, to crop and part renew, where connected to Centre Girder Top angles, found to be corroded and fractured.

Intercostal Girder plate, Frames 27/28, Starboard to renew

Intercostal Girder Top angles, Port and Starboard to crop and part renew

Shell frames, 13 in N^o, corroded through in way of cement chocks, to crop and part renew

Centre Keelson Girder to crop and part renew, at after end, 6 spaces.

Bottom Side Girders, Port and Starboard, to part renew.

Shell Side stringer girders, found holed and corroded, to crop and part renew

" " " " end brackets, 2 in No, to renew.

Deck Beams, 2 in No. at forward end, to renew, with beam knees.

Deep Beam Knees, 4 in No. in way of hatch opening, to reinforce with rivetted angle in way of flanges.
Forward end, Port and Starboard Side coaming plates, (3) of main hatch to renew.

Hatch Web Beam, 1 in No. to renew complete. Several mounting angles to renew and fair.

AFTER HOLD Wood ceiling completely removed for access to part renew. Shell frame cement chocks removed.

Floor Top angles, Port, 19 in No., and Starboard, 20 in No. to renew. Remainder to crop and part renew.

Centre Keelson Girders, to crop and part renew, at forward and after ends.

Bottom Side Girders, Port and Starboard, to part renew.

Shell frames, 5 in No. to crop and part renew. Several Beam Knees to renew

Deep Beam Knees, 6 in No. in way of hatch opening, to reinforce with rivetted angle in way of flanges.

Forward end, and After end coaming plates, (2) of main Hatch to renew.

Several Hatch web beam mounting angles to renew, or fair as necessary

Solid Pillars, 2 in No. 2, to remove, fair and refit.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective 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.

[illegible]

Watertight Bulkhead between Forward and After Holds found to be heavily wasted, and holed. Several plates and stiffeners to renew.

FORE PEAK TANK. Floor Top angles, 4 in No., Breast Hook plate, Beam Knees, 2 in No., and Washplate stiffener to renew. Defective rivets in Beam Knees, Wash plate Division, and Bottom Girders to renew.

AFTER PEAK TANK. Shell frames, 3 in No. Deep floor plate, Horizontal girder plate, and 1 Dk Beam to renew.

Several Defective rivets in floor and frame connections to renew.

FORECASTLE. Chain Pipes, 2 in No. 1 to crop and part renew. Upper Deck plate in way to crop and part renew.

Store Room Hatch coaming to renew, complete, with covers, cleats, battens etc.

FORECASTLE Forecastle Front stiffener, 1 in No. to renew.

(Continued) Beam Knees 2 in N^o. in Lower Store Room to renew.

PORTLIGHTS: Glasses, 5 in No. 2, to renew. Hinged Deadlights to replace where missing.

HATCHES. Several wood covers to renew on Main Hatchways and Coal Bunker Hatch.

Tarpaulin, 1 in N^o, to renew on Coal Bunker Hatch

Other Minor Recommendations have been made.

The remaining requirements for completion of the Special Survey have not been carried out

The Owners state that in view of the extent of the above recommendations and the exorbitant cost of repairs, the vessel is to be broken up by Messrs Dorkin & Co., on the River Tyne. The vessel proceeded to the River Tyne on 8th., May, 1953. The Newcastle Surveyors have been informed.

Copy of Owners letter in respect to this case, dated 8th, May, 1953., attached.

See also London Office letter, Ref. Classn. (H.) dated 8th, May, 1953.

W. N. Henckel