

- 6 AUG 1941

No. 10607.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31/7/1941 When handed in at Local Office 1/8/1941 Port of Manchester.

No. in
Reg. Book.

Survey held at Manchester

Date, First Survey 17/4/41 Last Survey 11/7/1941

(No. of Visits)

26

11/7/1941

89063 on the Wood Iron Steel

Mochlin & Wilja

TONNAGE:-

Built at

Flensburg

By whom

Flensburg Schiffs Ges When 1906

GROSS

3570

Owners

Polish Government. Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DK.

Managers

Port belonging to

NET

2266

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Destined Voyage

rDBa

feet; uE&B

feet; f

feet

Capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

All alterations in the existing records should be underlined.

Report, No.

Port

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be surveyed should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and extent of repairs. Repairs on account of damage (the cause of which must be stated) separated from repairs due to other causes; and besides being detailed in the body of the report, should be entered in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

1958 m.m.

General

Article 1772

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

EXAMINATION AS PER RULE, FOR

Postponement of Special Survey No 3. (See also

Secretary's letter dated 26/8/40)

General Examination.

Vessel examined afloat. Holds, deep tanks, fore & after peak tanks, all double bottom tanks, machinery spaces, decks, casings, ventilators, hatchways, & other closing appliances, & general equipment examined generally as far as practicable & found or placed in a satisfactory condition. Windlass, steering gear & its connections opened up & examined & found or placed in a satisfactory condition. The double bottom & peak tanks tested under pressure. The anchors & cables were examined but no certificates respecting these were available.

DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

and Paired or Repaired

Repaired in place

NOTIFICATION OF THE

Satisfactory

Bulkheads

Satisfactory

Engine Room Skylights

Satisfactory

Copper, or Y.M.

(State if on Vell.)

When fitted, Month

Year

gs

Ceiling

"

Coal Bunkers, Openings, Covers, &c.

"

Boats

Satisfactory

"

Cement or Asphalt

"

Oil Bunkers

"

Masts, Yards, &c.

"

"

Rudder

"

Scuppers

"

Condition, how ascertained

By examination

"

Steering gear and its connections

"

Cargo Hatchways

"

(State if wedges removed)

Equipment letter

"

Windlass

"

Hatches

"

Anchors, No. of

"

"

Have pumps been examined and found efficient?

Yes

Planking

"

Cables (State if now ranged)

"

"

Have Sluice Valves been examined and found efficient?

No

Caulking

"

" length

mean diam.

"

Have Watertight Doors been examined and found efficient?

Yes

Treenails

"

(on board)

size

"

Have Ventilators and their Coamings been examined and found efficient?

Yes

Breasthooks & Stemson

"

Rule length

Satisfactory

"

Air and Sounding Pipes

Satisfactory

Transoms, Pointers & Crutches

"

Chain Locker

"

"

Doubling Plates under Sounding Pipes

Fitted

Timbers of Frame at openings

"

Hawsers & Warps

"

"

Air and Sounding Pipes

Satisfactory

" at other places

"

Standing and Running Rigging

"

"

Air and Sounding Pipes

Satisfactory

Springers, Clamps & Shelves

"

Sails

"

"

Air and Sounding Pipes

Satisfactory

Salting

"

(State if examined.)

"

"

Observations, Opinion as to Class, Recommendation, &c.:-

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of ss No. 1-38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Vessel so far as was seen is in efficient condition & eligible in my opinion to have the record "Examined 7,41", record of S.S. No 3 being deferred until

the survey can be completely carried out & subject to permanent repairs being effected to shell plates C 4, 5 & 6 & D 2, 3 & 4 from aft (P.S.) together with floor plating in way, & to upper deck plating in way of Boiler Room (P.S.) before completion of special survey.

Article 1765.

Survey Fee (per Section 20)

£

8 : 0 : 0

Fees applied for, 1/5 N.

Special Damage or Repair Fee (if any)

£

12 : 12 : 0

Received by me,

Travelling Expenses (if chargeable)

£

3 : 0 : 0

19

Second Surveyor's Fee (if any)

£

Committee's Minute

TUE. 12 AUG 1941

Character Assigned

£

Examined 7,41

S.S. 41-C

P.S. 7,41-200th

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

W192-0078 114

apt. 9a.

Port of

Continuation of Report No. 10607. dated

on the

No done. General examination.

Scrapped pipes, air & sampling pipes examined.

Repairs (dent & test)No 2 tank. 1 Tank top plate (P & S) adjacent to centre stroke cut off & renewed in way of after bulkhead No 2 hold.

Cropping & part renewing one plate adjacent to tank margin in way of after end No 2 hold (S).

Cropping & part renewing No 1 floor plate from aft (P & S) to No 2 (S)

Reverse frame in No 2 floor (P & S) cut off & renewed. 5 intercostals (P & S) in way of above (P & S) cut off & renewed.

Engine Room Tank. 5 electrically welded doubling plates fitted to tank top plating in E.R (star).

No 2 to 8 floors (P) inclusive fitted with vertical channel stiffeners as compensation in way of buckling (see table note re set up of bracing & buckling of floors.)

No 5 tank. Nos 2 & 3 plates (S) from fore end fitted with efficient riveted doubling plates on account of local wastage.

No 15 to 27 floors (P) inclusive fitted with vertical channel stiffeners as compensation in way of buckling.

Hatchways upper deck. Hatch side coamings (P & S) of Nos 1, 2, & 4 hatchways cropped & part renewed, & B.A. side stiffeners in these hatches cut off & renewed. Three hatch webs at No 1 hatch cut free & renewed. 5 hatch webs at No 2 hatch cut free & renewed. 5 hatch webs at No 4 hatch cut free, & renewed. After coaming of forward cross bulkhead hatch cut off & renewed together with corner shores.

Side coaming plates of trimming hatch (P) cut off & renewed.

2nd deck. All hatchway webs renewed ashore, cut free, & renewed. Rusty rivets in coamings cut out & renewed.No 3 hatch. (Upper & lower decks) When the vessel was converted to a naval training craft this hatchway on both decks had been reduced to about half its original length, & accommodation for cadets had been built in the tween deck spaces. As the vessel has now been refitted as a cargo carrier, it was requested that the original arrangements be restored. All the tween deck accommodation has now been removed together with compensations on upper decks. The hatch side coaming plates (P & S) have been replaced & new side B.A. stiffeners fitted. Foundation angles, hatch beam shores, & new hatch webs have been fitted as necessary. Additional fore & aft channel girders have been fitted under the 2nd deck beams for about half length of the hatch as extended.

314 wood hatch covers renewed throughout vessel.

Tween deck bulkhead hatches (2nd deck.) Forward side trimming

hatch angle coamings (P & S) cropped & part renewed.

After side trimming hatch angle coamings cut off & renewed.

(P.T.O.)

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

rm:-

here and when tested and Superintendent.

n and where tested and Superintendent.

Deck & hull repairs (cont)

Chain locker Cropping & part renewing port side plating. One vertical stiffener (P+S) cut off & renewed, & one (P+S) cropped & part renewed.

Bulk heads. Casings plating of centre line dunnage bulkhead between Nos 1 & 2 hatches cropped & part renewed in two plates. One vertical plate cut off & renewed. Centre dunnage bulkhead at aft end of No 2 hold - casing plate cropped & part renewed. Casing plate of W.T. bulkhead at aft ^{end} of No 2 hold cropped & part renewed for full width.

Upper deck Three deck plates in way of schooner house (S.S.) cut off & renewed, & two deck plates in way doubled. Corner doubling plate at aft end of No 3 hatch cut off & renewed (P). Two hatch beams in way of Port side bulk trimming hatch, & four in way of Star side bulk trimming hatch cropped & part renewed.

2nd deck. One deck plate renewed, & one cropped & part renewed in twin deck bulk (Star). One deck plate in way doubled. Two corner doubling plates at aft end of No 3 hatch cut off & renewed. Two beams in way of side trimming hatches (P+S) cropped & part renewed.

Bunkers Side plating of Port & Star. Side bulkheads cropped & part renewed. Foundation angle cropped & part renewed. Two reo angles saddle bulk hatch cut off & renewed. Casing plating in way of saddleback (Star) cropped & part renewed.

Engine seating. Wastage was noted at fore end of seating (-Port. side) & additional stiffening was fitted as compensation consisting of two fore & aft angles & two brackets.

Fiddley. Two E.W. doubling plates fitted to casing top plating & one E.W. doubling plate fitted to plating in way of engine room skylight.

Buoyant lifter & all gudgeons rebushed.

Steering gear. Opened up for examination. All chains annealed & gear tested on calibration & found operating satisfactorily.

Rigging & Masts. Mast wedges renewed.

All bilge casing throughout the vessel renewed.

Lower portions of wood dunnage bulkheads between Nos 1 & 2 holds renewed for full width of vessel.

Wood sheathing over poop accommodation part renewed, & wood afterwards completely covered with asphalt.

All air & sounding pipes & their casings repaired as found necessary.

Note. When examining the bottom set-up was noted on the port side in way of engine room & aft main tank. In addition to the flaws already reported the following shell plates were found more or less affected C 4, 5, & 6 & D 2, 3, & 4 from aft. In account of present emergency temporary repairs were effected to the flaws only as already reported. The undersigned proposed to defer permanent repairs until completion of special survey in my opinion merits favourable consideration by the Committee.

Bunkers

W192-0078 3/4

Freeboard. A complete remeasurement of this vessel has been made & already reported on from C.II. The markings have been cut in ^{and verified} & conditions of assignment complied with. In the course of the repairs sections near fire & afters have been fitted.

Number of general minor repairs have been effected. The ~~the~~ ^{the} lower deck accommodation fitted for training of cadets in 3 & 4 lower decks has been removed, & overhead discharges from such spaces removed & riveted spigot patches fitted to shell in way of same. The side scuttles fitted in way of such accommodation have also been removed & openings in the shell fitted with riveted plate patches.

upper deck. The upper deck plating in the way of the Boiler room (P.) was found to be somewhat thin & wasted. Its permanent repairs will necessitate extensive removals in way. Temporary repairs have been effected by fitting welder doubters on the underside between the beams & affixing to the latter. It is recommended that the deck plating be stripped for examination & permanent repair at the special survey.

In view of the present emergency, labour & local conditions did not permit the opening out, cleaning & scaling necessary for a 100 A Survey. A general examination has therefore been held in accordance with the instructions contained in the Secretary's letter dated 26/8/40. The vessel has not been generally examined in accordance with the instructions contained in Circular 1772 & is in a satisfactory condition for 12 months from the present date & eligible to the assignment "100 A Class completed" & "examiner 7,41".

H. S. R.

4/4

W192-0078



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Foundation