

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 Jan 40 When handed in at Local Office 22/1/40 Port of NEWCASTLE-on-TYNE.  
 No. in Survey held at Rlyth Date, First Survey 5 Jan Last Survey 15 Jan 1940  
 Reg. Book. 32123 on the Wood, Iron or Steel S.S. QUEENWORTH  
 (No. of Visits 5)

TONNAGE:— Built at Liverland By whom S.P. Austin & Son Ltd When 1925 YEAR. MONTH. 3  
 GROSS 2047 Owners Watergate Slim Shpgs Ltd Owners' Address  
 UNDER DK. 158 Managers (R.S. Dalglisk R.J. James (Eng.)) Port belonging to Newcastle  
 NET 1150

Surveyed Afloat or in Dry Dock? Yes. Name of Dock Rlyth Dock & Sables Destined Voyage  
 WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)  
 X.B.—All alterations in the existing records should be underlined.

Last Report, No. 17610 Port Sou

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assumed how expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100A1	8.39	-L.M.C.
S.S. Sld No 3	9.37	MS 9.37
		AS. 8.39
		CL. 8.39.
Layo battens not fitted		

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, to Owners  
 Representative not required Was a damage report made by anyone else? If so, by whom? Yes, Underwriters Soc.  
 Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been sustained on 11<sup>th</sup> Dec 39 through collision with S/S "BIBURY" in English Channel while in convoy to Devonport.  
how done Damage - Vessel placed in dry dock. Bottom and rudder cleaned, examined, placed in good order and coated.

Damaged stem stem plating repaired. The Peak tank examined internally and finally tested found tight. Cables removed and replaced.

Repairs Damage—  
Stem bar flattened over to port and set back. Upper portion to scarf removed, faired & refitted. Lower portion cropped at 6'0" mark - part removed, faired & refitted & bolts electrically welded.

The following badly buckled shell plates now renewed. (H=Upper Deck).

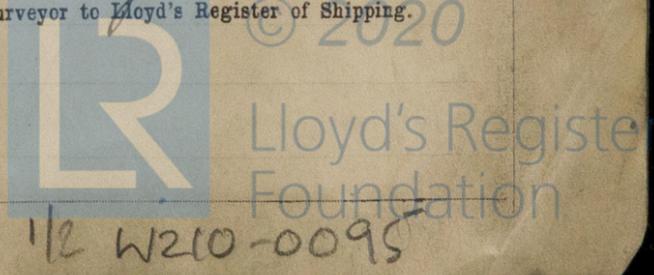
SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	10	-	-	-	-	-	-	Stem Bar removed, faired & refitted. Port House pipe renewed!
Removed and Faired or Repaired	3	2	-	-	1	-	-	
Faired or Repaired in place	2	2	-	-	-	-	-	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (state if on roll.)
Decks <u>good.</u>	State if Tanks now tested <u>Partly</u>	Dblng. Plates under Sounding Pipes <u>good</u>	When put on, Month Year
Caulking of Decks <u>good.</u>	Bulkheads <u>Partly</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Coamings <u>good.</u>	Ceiling <u>Partly</u>	Over Bunkers, Open'gs, Lids, &c. <u>good</u>	Masts, Yards, &c. <u>good</u>
Beams & Fastenings <u>Partly ind. good.</u>	Cement or Asphalt (State which.) <u>good</u>	Oil Bunkers <u>good</u>	Condition, how ascertained <u>from deck</u>
Outside Plating <u>good.</u>	Rudder <u>good.</u>	Scuppers <u>good</u>	(State if wedges removed) <u>✓</u>
Staircases <u>good.</u>	Steering gear and its connections <u>good.</u>	Cargo Hatchways <u>good</u>	Sails
Transoms <u>good.</u>	Windlass <u>good.</u>	Hatches <u>good</u>	Equipment letter <u>T</u>
Frames <u>Partly ind. good.</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planking of Wood Vessels	Anchors, No. of <u>3 B. 18</u>
Reverse Frames	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto	Chain Locker <u>good</u>
Longitudinals	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto	Cables (State if now ranged) <u>yes</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto	" length <u>240</u> mean diam. <u>1 1/2</u>
Floors <u>Peak good.</u>		Transoms Pointers, & Crutches ditto	" (on board) <u>240</u> size <u>1 1/2</u>
Keelsons		Timbers of Frame at openings ditto	Standing and Running Rigging <u>good.</u>
Stringers		Ditto Ditto at other places ditto	
Inner Bottom Plating		Stringers, Clamps & Shelves ditto	
		Sanding ditto	
		(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 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 No. 1-24."  
This vessel is, in my opinion eligible to remain as classed with fresh record of Survey 1-40

Survey Fee (per Section 29) £	Fees applied for, <u>22 JAN 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 29) £ <u>12 12 0</u>	Received by me, <u>John Lindley</u>
Travelling Expenses (if chargeable) £	19
Second Surveyor's Fee (if any) £	

Committee's Minute  
 Character Assigned 100A1  
Cargo bath not fitted



Is Certificate required? If so, to be sent to

S/S. Queenworth

P. D1, E1, F1, G1, H1 (Cropped part renewed) J1, together with doubling plate

S E1, F1, G1, H1 (part)

10.

The following buckled plates, removed, faired refitted. P B1, S B1 D1.

3.

Slightly buckled plates P K1, S J1 faired in place.

2.

Broken Port Hawse pipe and deck flange renewed. Starbd hawse pipe & deck flange removed for access and refitted.

Port Rows anchors cables removed and afterwards replaced. Chain locker cleaned out.

Frames:- Above Peak tank top - hot frame Port & Starbd sides, set in, removed, faired and refitted.

Removals - wood bulkhead at Bow locker removed & replaced & made good. Cement fillings renewed. Mast hook plate and shell connections removed & replaced.

In Aole - 3 cement fillings each side, Port, renewed. Tank air pipe in way, removed & replaced. Slightly buckled upper deck stringer nose plate & shell angles, faired in place.

In Tank Top - Buckled nose plate removed, faired & refitted. Shell shoe renewed.

In FP Tank hot frame each side Port & Starbd slightly set in - faired in place.

Hot beam faired in place where slightly buckled. Starbd beam knee badly buckled, removed, faired & refitted.

Port and Starbd stringer plates and shell angles faired in place where slightly buckled.

Cement in Peak cut out and afterwards renewed.

A considerable number of slack and started rivets in fore peak floors, beam knees etc renewed.

Temporary repair consisting of cement box & plate patches over Port hawse pipe cut away removed.

Repairs above peak tanks hose tested on completion. J.

General examination made of decks, casings, hatches, hatchways, holds, steering gear chains, windlass and equipment and all found in good order. J.



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Foundation