

## REPORT of SURVEY for REPAIRS, &amp;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 Blyth 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 DECK 1581 Managers (AS. Salglish R. J. James (Eng.) Port belonging to Newcastle  
 NET 1150

Surveyed Afloat or in Dry Dock? Yes Name of Dock Blyth Dock & Scales 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)  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 17610 Port Sou

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 Ltd.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been sustained on 11<sup>th</sup> Dec 39  
through collision with Ss "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 Dishbar).

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

## PRESENT CONDITION OF THE

Decks <u>good.</u>	State if Tanks have been examined inside <u>FA only.</u>	Air and Sounding Pipes <u>good</u>	Copper, or Y.M. of Wood Vessels (State if on ret.) <u>When put on, Month. Year.</u>
Caulking of Decks <u>good.</u>	State if Tanks now tested <u>FA only.</u>	Dblng. Plates under Sounding Pipes <u>good</u>	Boats <u>good</u>
Coamings <u>good.</u>	Bulkheads <u>good.</u>	Engine Room Skylights <u>good</u>	Masts, Yards, &c. <u>good</u>
Beams & Fastenings <u>Parts ind. good.</u>	Ceiling <u>good.</u>	Cover Bunkers, Open'gs, Lids, &c. <u>good</u>	Condition, how ascertained <u>from deck</u>
Outside Plating <u>good.</u>	Cement or Asphalt (State which.) <u>good.</u>	Oil Bunkers <u>good</u>	(State if wedges removed) <u>✓</u>
" " in way of sidelights <u>good.</u>	Rudder <u>good.</u>	Scuppers <u>good</u>	Sails <u>—</u>
Breasthooks <u>good.</u>	Steering gear and its connections <u>good.</u>	Cargo Hatchways <u>good</u>	Equipment letter <u>T</u>
Transoms <u>Parts ind. good.</u>	Windlass <u>good.</u>	Hatches <u>good</u>	Anchors, No. of <u>3 B. 18</u>
Frames <u>Parts ind. good.</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planking of Wood Vessels <u>—</u>	Chain Locker <u>good</u>
Levee Frames <u>—</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>—</u>	Cables (State if now ranged) <u>yes</u>
Longitudinals <u>—</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto <u>—</u>	" length <u>240</u> mean diamr. <u>1 1/2</u>
Transverses <u>FA only good.</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>—</u>	" Rule length <u>240</u> size <u>1 1/2</u>
Floors <u>FA only good.</u>		Transoms Pointers, & Clutches ditto <u>—</u>	Hawser & Warps <u>sufficient</u>
Keelsons <u>—</u>		Timbers of Frame openings ditto <u>—</u>	Standing and Running Rigging <u>good.</u>
Stringers <u>good.</u>		Ditto Ditto at other places ditto <u>—</u>	
Inner Bottom Plating <u>good.</u>		Stringers, Clamps & Shelves ditto <u>—</u>	
		Sanding ditto <u>—</u>	

## General Observations, Opinion as to Class, Recommendation, &amp;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

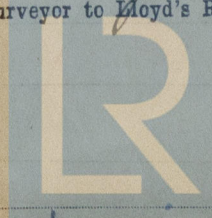
Survey Fee (per Section 20) £	:	:	Fees applied for, <u>22 JAN 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 20) £ <u>12</u>	<u>12</u>	<u>0</u>	Received by me, <u>John T. Lindley</u>
Travelling Expenses (if chargeable) £	:	:	<u>19</u>
Second Surveyor's Fee (if any) £	:	:	

Committee's Minute

Character Assigned 100%

Cargo bath not fitted

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

112 W210-0095

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. Starboard hawse pipe & deck flange removed for access and refitted.

P/S Bow anchor cables removed and afterwards replaced. Chain locker cleaned out.

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

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

In Fore - 3 cement fillings each side, P/S, 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 P/S slightly set in - faired in place.

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

Port and Starboard 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 tank 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.