

REPORT OF SURVEY for REPAIRS, &c.

Date of writing Report 25 Dec 1930 When handed in at Local Office 21 10 30 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 67816 Survey held at Newcastle on Tyne Date, First Survey 28 May Last Survey 15 Oct 1930
(No. of Visits 21)

TONNAGE:—
GROSS 7360 Built at W. Harlepool By whom W. Gray & Co. Ld. When 1915 YEAR MONTH 6
UNDER DK. 7108 Owners Montgomery & Workman (1920) Ld. Owners' Address Hall Lane Ld.
NET 4735 Managers Hall Lane Ld. Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Dry Dock. Name of Dock Walland Slipway Destined Voyage Liverpool
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 84517 Port Mwe

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A1 7-29</u>		<u>+ LMC</u>
<u>S.S. Gl. No. 3-5-27</u>		<u>B.S. 6-29</u>
		<u>M.S. 5-27</u>
		<u>C 7-29</u>

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.

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

(Cruiser Stern)
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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and structural alterations
Consequent upon fitting Bauer Wash turbine.
Now done. Vessel placed in dry dock, bottom and rudder
cleaned, examined and recoated. In order to
facilitate alterations, the engines were removed & refitted
after fitting of turbine. The existing thrust recess was
enlarged and suitably stiffened. Doubling plates 1" thick
fitted to tank top & additional intercostals fitted in way turbine
Seatings. Tank top cut away & a well built into double
bottom tank to accommodate lubricating oil drain tank,
the arrangements being similar to those carried out in

STATEMENT OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.
Condition of Decks <u>Good</u>	<u>No</u>	<u>Good</u>	(State if on Roll) When put on, Month Year
Condition of Bulkheads <u>Good</u>	<u>To be reported</u>	<u>Good</u>	Boats <u>Good</u>
Condition of Ceilings <u>Good</u>	<u>Good</u>	<u>Good</u>	Masts, Yards, &c. <u>Good</u>
Condition of Cement or Asphalt (State which.) <u>Good</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>from dx</u>
Condition of Rudder <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if wedges removed)
Condition of Steering gear and its connections <u>Good</u>	<u>Good</u>	<u>Good</u>	Sails <u>Good</u>
Condition of Windlass <u>Good</u>	<u>Good</u>	<u>Good</u>	Equipment letter <u>C+</u>
Condition of Have Pumps now been examined and found efficient? <u>Good</u>	<u>Good</u>	<u>Good</u>	Anchors, No. of <u>4</u>
Condition of Have Sluice Valves now been examined and found efficient? <u>Good</u>	<u>Good</u>	<u>Good</u>	Cables (State if now ranged) <u>No</u>
Condition of Have Watertight Doors now been examined and found efficient? <u>Good</u>	<u>Good</u>	<u>Good</u>	length (on board) size
Condition of Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	<u>Good</u>	<u>Good</u>	Rule length size
Condition of Bottom Plating <u>Good</u>	<u>Good</u>	<u>Good</u>	Hawser & Warps <u>Good</u>
			Standing and Running Rigging <u>4</u>

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible, in my opinion, to remain as classed and have fresh record of Survey 10.30.

Fee (per Section 29) £
Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for, 29 OCT 1930
Received by me, 8-7 1930

H. J. Akester

Surveyor to Lloyd's Register of Shipping.

FRI. 20 MAR 1931

FRI. 26 FEB 1932

FRI. 21 AUG 1931

TUE. 15 NOV 1932

FRI. 11 DEC 1931

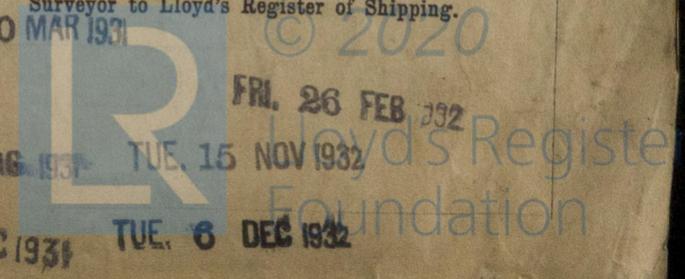
TUE. 6 DEC 1932

10m
The Surveyors are requested not to
amend
DTA &
Note Eng part.

Committee's Minute TUE. 21 OCT 1930
Character Assigned 100A1
+ L.M.C. 10-30 subject to
S. 10-30

Is Certificate required? If so, to be sent to

W238-0054 (1/2)



"City of Hankow"

the "City of Windsor" NTC Report 86069 and in accordance with the attached plan.

Several auxiliary seatings removed & new seatings built for additional auxiliaries.

A number of floors in double bottom fore-doubled in way Banner wash seatings.

Bilge injection aperture enlarged, & compensating doubling plate fitted to shell; the existing valve chest being altered, tank margin plate doubled in way & the whole tested on completion.

Port & Starboard Sides. G 9 plate from aft found fractured and renewed, also inside doubling plate fitted, extending 3 frame spaces each side of the deep tank after bulkhead. Brackets to shell in deep tank hold at this bulkhead increased one frame space.

Hatch Coamings and upper deck girder on port side found wasted in way steam pipes and part renewed.

A number of minor repairs and alterations also effected.

Testing. On completion of work the double bottom tanks in way of alterations also deep tank were tested & found satisfactory.

Capacities. The Capacity of the deep tank has been reduced from 910 to 816 tons.

The revised gross and net tonnages are as indicated in this report.

H. J. A.

Where and when tested
Superintendent.

When and where tested
Superintendent.



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Lloyd's Register
Foundation

W238-0054(2/2)