

DEC 30 1937

No. 110042.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....

When handed in at Local Office.....

22 DEC 1937

Port of LIVERPOOL

No. in
Reg. Book.

Survey held at

BROMBOROUGH &
BIRKENHEAD

Date, First Survey

10/11/37

Last Survey

16/12/1937

(No. of Visits

19)

23447 on the Wood, Iron or Steel S.S. "DAHOMIAN"

TONNAGE 5277

Built at Newcastle

By whom Northumberland S.S. Co. (1927) Ltd

When 1929 - 6

GROSS 5254

Owners United Africa Co. Ltd.

Owners' Address
(if not already recorded in Appendix to Register Book).

UNDER DK. 4991

Managers

Port belonging to Liverpool

NET 3327

afloat

Bromborough

Surveyed Afloat or in Dry Dock

Dry Dock

Name of Dock Cammell Laird

Destined Voyage

WB=Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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.Years
Assigned
now
expired.Machinery and Boiler
Surveys
(including date of N.B., in any).+100 A1.
with freeboard 2.37+LMC.
MS 1.33.

S.S. Rot N° 1-33.

BS 8.37.
TS.(CL) 8.37.

Last Report, No. 109453 Port Liv

(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

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

Yes - to Supt not required. Was a damage report made by anyone else? If so, by whom? Hay & Smart Yr

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & Alterations

① Damage stated to have been caused by fire while vessel was lying in Bromborough Dock, on 7th November 1937.

② A number of small shell indent, date and cause not stated.

Vessel placed in dry dock, bottom & rudder cleaned, examined & coated.

(See continuation)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams (PART)	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	2	8	✓	✓	20	✓	19	as report.
Removed and Faired or Repaired	✓	✓	✓	✓	1	✓	✓	
Faired or Repaired in place	18	2	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	no	Air and Sounding Pipes	Part examined good	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	as report	Dblng. Plates under Sounding Pipes	✓	(State if on Felt.)	
Coamings	"	Bulkheads	Part examined - good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	Part examined - good	Cement or Asphalt	✓	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	
Outside Plating	Good	(State which.)	Good	Oil Bunkers	✓	Masts, Yards, &c.	Good
" in way of sidelights	✓	Rudder	"	Scuppers	✓	Condition, how ascertained	from deck
Breasthooks	✓	Steering gear and its connections	"	Cargo Hatchways	Good	(State if wedges removed)	now
Transoms	✓	Windlass	"	Hatches	"	Sails	
Frames	Part examined - good	Have pumps now been examined and found effi-		Planking of Wood Vessels		Equipment letter	Y
Reverse Frames	"	cient?	no	Caulking	ditto	Anchors, No. of	3-1
Longitudinals	BEAMS	Have Sluice Valves now been examined and found		Treenails	ditto	Chain Locker	✓
Transverses	"	efficient?	✓	Breasthooks & Stemson	ditto	Cables (state if now ranged)	no
Floors	✓	Have Watertight Doors now been examined and found		Transoms Pointers, & Crutches	ditto	" length (on board)	mean diam.
Keelsons	✓	efficient?	✓	Timbers of Frame at openings	ditto	" Rule length	size
Stringers	✓	Have Ventilators and their Coamings been examined		Ditto Ditto at other places	ditto	Hawser & Warps	Good
Inner Bottom Plating	✓	and found efficient?	ye	Stringers, Clamps & Shells	ditto	Standing and Running Rigging	"
				Salting (State if examined.)	ditto		

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.

This vessel so far as now seen is in good condition & is eligible in our opinion to remain as classed with fresh record of survey Dec 12, 37.

Survey Fee (per section 29)	£			
Special Damage or Repair Fee (if any)	£	26	5	0
Travelling Expenses (if chargeable)	£	5	5	0
Second Surveyor's Fee (if any)	£			

Fees applied for,

22 DEC 1937

Received by me,

19 38

19 38

19 38

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL

29 DEC 1937

Character Assigned

100 A1-12.37 Bkn.

with fled

S.S. Liv. N° 2.37

+LMC. M.S. S.37.

CERTIFICATE WRITTEN
13.1.38Lloyd's Register
Foundation

W2390071(1/5)

S.S. "DAHOMIAN"DAMAGE — all plates numbered from aft.

Shutstrake N° 4 P+S renewed.

4 shell frames P and 6 shell frames std. removed annealed, joined & refitted.

8 frame brackets + 3 legs removed, annealed, joined & refitted.

1 " " renewed.

Cement chocks in tween decks cut out & renewed as required.

Upper Deck Plates (P side.)

Centre strake A. (between hatches.) 1 plate renewed.

B strake (" ") 1 " "

C 6, 7, D 4, 5, E (stringer) 2, 3 renewed.

Upper Deck Plates (S. Side)

B strake (between hatches.) 1 plate renewed.

C 6, 7, D 4, 5, E (stringer) 2, 3 renewed.

Gunwale bar cropped P+S part removed, annealed, joined & refitted.

Upper Deck Longitudinal Beams

N° 1 centre beam renewed complete with brackets at mast.

N° 2, 3, & 4 P+S renewed.

N° 5, 6, 7, 8 P+S cropped at suitable shift of butts & part renewed.

Fore and After :- 2 short B A's. 1 P is renewed.

N° 5 Hatch end beam — fore end on P+S sides — face bars removed, annealed, joined & refitted.

1st transverse web, forward of N° 5 hatch end, renewed complete (plate face bar, legs etc.)

transverse web in way of mast renewed complete — — " "

" " aft of N° 5 hatch end " " " "

Mast House — removed ashore for access & on completion of repair replaced.4 plates^{renewed} + deck foundation angles removed, joined & refitted.

1 Ventilator renewed.

Lower Deck Plating (Std)

A strake — centre plate between N° 4 & 5 hatchways renewed.

B " (between hatches) 1 plate renewed.

C 2, 3 renewed.

Hatch corner doubling plate renewed.

Thwartship trimming hatch — after end removed, annealed, joined & refitted.

Fore & aft " " removed for access & refitted.

Lower deck longitudinal beams (Std) — forward side of N° 43 bulkhead.

N° 2, 3 & 4 beams renewed.

N° 5 & 6 beams cropped & part renewed.

1st transverse web aft of N° 4 hatch end — face bar cropped — std portion from centre line — renewed — buttstrap fitted

S.S. "DAHOMIAN"

Damage - (cont'd).

Escape hatch + trunk ventilator S.S. in tween decks renewed complete.

" " " " " " " " doors overhauled.

Tween deck pillars :- 4 round iron + 2 built pillars removed for access + refitted
4 round iron pillars removed, faced, annealed + refitted.

Transverse bulkhead (between N^{os} 4 & 5 holds)

Centre top plate renewed.

adjacent plate S.S. cropped and part renewed.

Centre line bulkhead (aft end N^o 4 hold)

Top plating cropped and part renewed.

Deck connection angles renewed.

Bulkhead stiffener bracket renewed.

After mast — removed for access + refitted

2 bottom plates renewed.

Shrouds removed, examined and refitted.

Warwick screws overhauled.

main and top stay renewed.

Derricks, fittings, lifts, runners + winches removed overhauled + refitted.

Winch seating removed for access + refitted.

Pipes, guards, chains &c removed, part renewed and refitted.

4 lengths of steering rods removed, annealed, tested + refitted.

Steering gear tried on completion of repairs.

Steering rod guards removed — part renewed + refitted.

4 sounding pipes in tween decks renewed — 2 scupper pipes removed + refitted.

Wood casings part renewed.

Handrails, stanchions, sockets &c. overhauled, faced + part renewed.

2 mooring bollards removed for access + refitted.

air pipes + swan necks " " " " " — air pipes part renewed.

Star ceiling renewed — cleats faced or renewed as required.

About 36 hatch covers renewed.

N^o 4 upper deck hatchway — 2 tarpaulins renewed.

N^o 5 " " " — 3 " "

Bilges of N^{os} 4 & 5 holds cleaned out — timbers lifted + refitted.

Hold suction, piping and strum bones cleared.

Cargo lashings renewed.

N^o 5 double bottom tank tested — a few rivets + some plate landings caulked.

After peak tank tested — a few rivets welded & " " " " " " " " " " " "

Repaired upper deck, and shell plating hose tested.

Plate landings at stem post built up electrically.

All steel material which was damaged by fire & which has not been renewed has been annealed before being put back in the vessel.

DEC 30 1937

S.S. "DAHOMIAN"Damage ②

Rudder plate failed between upper arms & riveting in way of 2 upper arms small hammer tested & found good. A number of small shell indents have been found as below:-
Plates numbered from forward.

Port Side.

G3 lower landing & F3 in way failed in place.

F3 in way of 4th frame also shell frame failed in place.

G5, F4, G6, G9 failed in place.

Starboard Side.

G3 & 4 butt released & failed in place.

E8 & frame in way released & failed in place.

E2 failed in place — 2 indents.

E3 G1 (4 indents) failed in place.

G2 (2 places) also upper landing & butt released & failed in place.

H2 & 3 failed in place.

Outside — G4 from aft 2 indents failed in place.

Starboard side — G4 & H3 from aft failed in place.

ALTERATIONS.

The aftmost cargo hatch on shelter deck has been part plated over at after end 38 plating.

5 new longl. beams fitted in way of new plating — scarfed 2'-6" on to existing longl. beams. (6 x 3 x 34 B.A.)

Aft end hatch coaming removed from frame 9 forward to frame 13.
(i.e. hatch now between frames 13 & 17)

Additional 8 x 3½ x 50 B.A. fitted to lower edge of coaming and carried through along transverse to shell. — existing 3½ x 3½ x 38 face angle in wings removed.

½" gusset plate fitted.

hatch side coaming P. & S. aft of frame 13 cropped above deck, lower flanged portion remains and is attached to shelter deck plating by 3½ x 3½ x 40 angle carried forward 2'-6" of frame 13.

Additional pillar support 3" dia. fitted on centre line at frame 13.

bracket connection lagged to shelter deck and to hatch coaming.

At frame 9 — a new transverse plate fitted P. & S. 12" x 3/8, connected to shelter deck with additional 3 x 3 x 3/8 lugs.

Horizontal hatch coaming stiffener cropped.

Hatch covers, tarpaulins, chits, lashings, battening arrangements altered to suit new hatchway.

New deck hose tested.

All in accordance with the accompanying plan.

Continuation sheet for foreboard survey is appended hereto

S. S. "DAHOMIAN"Alteration (cont'd)

A deck house and 2 small sidehouses connected to form a flying bridge have been erected on the shelter deck aft of the altered hatch.

Bulkhead plating $\frac{3}{8}$ " — foundation angles $3\frac{1}{2} \times 3 \times \frac{3}{8}$ "
 top angles $3 \times 3 \times \frac{3}{8}$ top plating .20" ? *beam bulkheads*
 Stiffeners $4 \times 3 \times \frac{3}{8}$

All constructed in accordance with accompanying steel and general arrangement plans.

Shelter deck inside house covered with $1\frac{1}{2}$ " denton composition.

Top of deck house & flying bridge sheathed $2\frac{1}{2}$ " plating.

" " " " fitted with rail & stanchions.

2 @ 6" dia cowl vents fitted on top of wing houses 18" x 25" coaming.

2 @ 8" " " " " " " " main house 8" x 25" coaming.

all supplied with wood plugs & canvas covers.

6 @ 6" mushroom vents fitted on top of main house - screw down tops.

Portlights & deadlights fitted to wing houses & portlights only to main house as per plan.

Winged 18" solid teak doors to main house 24" coamings.

" steel doors to wing houses 18" coamings.

Incase additional cowl vent fitted as under.

2 @ 6" dia } 30" coaming x 30"
 1 @ 8" dia }

wood plugs & canvas covers supplied.

The new tonnage is stated to be

Gross	5277.00
Net	3316.46.

General examination made of decks, coamings, casings, hatchways after hold & vents, same found in order.

A few minor wear & tear repairs carried out.

Alfred Skaf



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Lloyd's Register
Foundation