

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 5.8.1929 When handed in at Local Office 6<sup>th</sup> Aug. 1929

Port of CARDIFF

No. in Reg. Book.

Survey held at Cardiff

Date, First Survey 3.7.29

Last Survey 2.8.1929

(No. of Visits 19)

31040

on the Wood, Iron or Steel S.S. "PENSILVA"

TONNAGE—

GROSS 4316

UNDER DECK 4028

NET 2714

Built at W. Hartlepool

By whom W. Gray &amp; Co. Ltd.

When 1913

MONTH 5

Owners R.B. Chellens Str. Har. Co. Ltd.

Owners' Address

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

Managers F. Shearman

Port belonging to Falmouth

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;B

feet; f

feet

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.

20865 Port

BRY

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.	Year Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1	8,28	+LMC 2,26
SS off N° 3-2,26		BS 1,28
		TS (CL) 1,28

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.

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. Not

Society's Freeboard (if assigned) as 5 ft. 6 1/2 ins. painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Salvage Association.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage and S.S. 2nd N° 1 (due 2,30), the

damage stated to have been sustained by

- (1) grounding off Dakar on the 25th March, 1929, on arrival from Barry, and
- (2) fire in the port bridge space bunker on the 30th April & 1st May, 1929, while on voyage from Rosario to Dakar.

How done:—Vessel placed in dry dock, the bottom and rudder cleaned and examined and the following repairs effected:—

Damage (1).

The rudder mainpiece (found twisted) and top arm renewed, and the plate and remaining arms refitted (Forging Rpts attached). All pintles and bushes renewed.

Intentional

(Continued)

SUMMARY OF DAMAGE REPAIRS:—

Renewed ... ..

Removed and Fair'd or Repaired ... ..

Fair'd or Repaired in place ... ..

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

S.S. Plates.

Dk. Plates.

Other Items:—

Rudder mainpiece &amp; top arm.

1 keel &amp; 4 shell plates removed for access.

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Feet).	When put on, Month Year
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Cement or Asphalt	Gen. - Good	Cargo Hatchways	"	Condition, how ascertained	By exam't
Breasthooks	"	(State which.)	Good	Hatches	"	(State if wedges removed)	None
Transoms	"	Rudder	"	Planing	"	Sails	✓
Frames	"	Steering gear and its connections	"	of Wood Vessels	"	Equipment letter	X
Reverse Frames	"	Windlass	"	Caulking	ditto	Anchors, No. of	3 B, 1 S, 1 K.
Longitudinals	✓	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Cables (State if now ranged)	Yes
Transverses	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	" length	270 fms size 2 1/2 in
Floors	Good	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" Rule length	270 " size 2 3/16
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places	ditto	Hawser & Warps	Good
Stringers	"			Stringers, Clamps & Shelves	ditto	Standing and Running Rigging	"
Inner Bottom Plating	"			Salting	ditto		

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 1,24," 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 now in good and efficient condition and eligible in our opinion to remain as classed with fresh record of survey 8,29, and to have the notation S.S. off. N° 1-29.

Survey Fee (per Section 29) £ 18 : 15 : 0

Special Damage or Repair Fee (if any) £ 21 : 0 : 0

Travelling Expenses (if chargeable) £

Bond Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

100 ft. S.S. No. 1-29

+ Linc. 8.29 without spl. Card.

100 ft. S.S. No. 1-29

29/8

Fees applied for, 10 Aug. 1929

Received by me, 27.8.1929

Robt Chellens

Surveyor to Lloyd's Register of Shipping.

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W262 0033 (1/3)



S.S. "PENSILVA"Damage (1) continued. Starboard side.

Shell plates B15, C5, 12, 13, 16, D5, 6, 7, 8, 9, 10, 11, 12, 13 all  
removed, faired and replaced ———— (14)

Shell plate D4 faired in place ———— (1)

Shell plates A9, 10, B10, 11, and keel plate No. 8 removed for access  
to floors and replaced.

No. 1 tank

4 floors faired in place ———— (4)

4 frames (double) on floors faired in place ———— (4 on floors)

No. 2 tank

37 floors faired in place ———— (37)

39 frames on floors faired in place ———— (39 on floors)

Boiler space (open floors).

4 floors faired in place ———— (4)

7 frames on floors faired in place ———— (7 on floors)

No. 3 tank (under engines & No. 3 hold).

11 floors renewed ———— (11)

8 " cropped & part renewed ———— (8 part)

11 " faired in place ———— (11)

11 frames on the new floors removed, faired & replaced (11 on floors)

21 frames on floors faired in place ———— (21 on floors)

All intercostals in way of the 11 new floors renewed (33 in No. 3)

No. 4 tank.

2 floors cropped and part renewed ———— (2 part)

5 " faired in place ———— (5)

9 frames on floors faired in place ———— (9 on floors)

A few minor repairs effected.

All broken & disturbed cement renewed.

All double bottom tanks tested on completion of repairs.

Damage (2).

The port bridge space bunker scaled, examined, & coated.  
No structural damage found.

S.S. 2nd No. 1. How done:- Vessel placed in dry dock and the bottom  
and rudder cleaned, examined and coated. Holds, peaks, poop  
bridge & forecastle spaces, coal bunkers and machinery spaces cleared.  
All ceiling removed from tank top and limber boards lifted.  
Steel work examined throughout, including plating in way of sidelights,  
and scaled & coated as necessary.

All double bottom and peak tanks examined internally & tested.

Seather dks & casings, anchors & chain cables, chain locker,  
masts (no wedges) & rigging (Report attached), general equipment,  
hatch covers & supports &c, ventilators & coamings,

(Continued).



S.S. "PENSILVA"S.S. 2nd N<sup>o</sup>. 1 continued.

steering gear and connections, windlass, hand pump, watertight doors, and air and sounding pipes examined, and found or placed in good condition. Doubling plates found or fitted under all sounding pipes. Freeboard verified.

Repairs (W. & T.):

Holds. Ceiling and cargo battens part renewed. Centre line bulkheads part re-riveted. Cement chocks over bilges repaired. In N<sup>o</sup>. 1 hold, tank side brackets part doubled.

Bridge space bunkers

Port. 2 hatch coamings part renewed, together with foundation angles.

3 deck plates renewed, 1 cropped & part renewed, & 1 part doubled.

2 plates of saddleback hatch renewed. After bridge bulkhead part renewed in way of opening, & the angles around opening renewed.

Stbd. 2 hatch coamings part renewed, together with foundation angles.

1 deck plate renewed, & 2 deck plates doubled. Angles around after bridge bulkhead renewed.

Lower bunkers. Port & stbd.

Sloping plating under hatches renewed; two plates (each side p. & o.) of athwartship plating at after end of sloping plating renewed together with stiffeners in way. A few angle stays & stay brkts renewed.

Engine space. 2 tank top plates at fore end stbd side renewed.

Oiler space. Fore & aft tie plates doubled or part renewed as necessary.

On port side, 2 floors cropped & part renewed, & the top half of one floor part doubled, one reverse frame on floor renewed.

2 tank, after end.

Stbd. 10 stiffeners fitted on floors, 4 intercostals renewed & 2 intercostals doubled at top.

Port. 7 stiffeners fitted on floors, 4 intercostals doubled at top.

3 tank, port side under engines.

6 floors doubled at top, 8 stiffeners fitted on floors, 9 intercostals cropped & top halves renewed.

After peak tank. One cross tie connecting frames renewed, one washplate brk brkt renewed.

Recast bulkhead, bottom portion cropped & part renewed.

Bridge dk. Hatch rest bars to bunker hatches renewed.

Masts & rigging. Main topmast renewed. Stbd shrouds of mainmast renewed.

Hatch covers, 41 renewed & 26 part renewed.

Hoisting chains annealed & exam<sup>d</sup> & part renewed. One sheave renewed and

3 sheave pins renewed.

Air & sounding pipes, a few part renewed.

number of minor repairs effected throughout.