

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....19... When handed in at Local Office.....18... Port of **LIVERPOOL**No. in Reg. Book. Survey held at Liverpool Date, First Survey 20.10.39 Last Survey 18.10.39
(No. of Visits 23)31778 on the Wood, Iron or Steel SC POLYCARPTONNAGE:— Built at Glasgow By whom Barclay Curle & Co. Ltd When 1918-4
GROSS 3577 Owners Booth & Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DE. 3235 Managers - Port belonging to -
NET 2249Surveyed Afloat or in Dry Dock? Both Name of Dock Dry Dock, Herculaneum Destined Voyage -
Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 17550 Port Sou

(Periodical Surveys, when held, must be reported in detail and serially 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.

H. 3-10-39In 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 not requiredSociety's Freeboard (if assigned) as { 4 ft 11 1/2 ins.
painted on Ship and now verified {Was a damage report made by anyone else? If so, by whom? Basebourne & TurnerREPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination with a view to Postponement of 2nd Special Survey No. 2 & Repairs.Please refer to Hull Rpts Nos 49490 & 50107, also Southampton Rpt No 17550. & to above letter, dated 3rd Oct, 1939.General Examination. The vessel placed in dry dock, the shell plating & rudder cleaned examined and recoated.The holds, decks, tween decks, engine & boiler spaces, under engines & boilers, bunkers (the cross bunker space partly cleared only), chain locker, anchors & cables, fore peak tank internally, fore peak spaces, after peak tank internally, after peak spaces, No. 1, engine room & boiler room D.B tanks internally, air & soundingSUMMARY OF DAMAGE REPAIRS:—
Renewed
Removed and Fair'd or Repaired
Fair'd or Repaired in place
Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—
(see sheet 2)
see reportPRESENT CONDITION OF THE
Decks good Bulkheads good Engine Room Skylights good Copper, or Y.M. ✓
Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. " (State if on Felt.)
Coamings " Cement or Asphalt clean, good Oil Bunkers good When fitted, Month ✓ Year ✓
Beams & Fastenings " Rudder see report, good Scuppers good Boats good
Outside Plating " Steering gear and its connections good Cargo Hatchways " Masts, Yards, &c. "
" " in way of sidelights " Windlass " Hatches " Condition, how ascertained by examn
Frames " Have pumps been examined and found effi- (State if wedges removed) yes
Reverse Frames " cient? yes Planking ✓ Equipment letter ✓
Longitudinals ✓ Have Sluice Valves been examined and found effi- Anchors, No. of 3 B, 1 S, 1 K see report
Transverses see report cient? ✓ Caulking ✓ Cables (State if now ranged) yes
Floors see report Have Watertight Doors been examined and found efficient? yes Treennails ✓ " length 240 fms. mean diamr. 1 27/32" see report
Keelsons see report efficient? yes Transoms, Pointers & Crutches ✓ " (on board) 270 fms. size 2"
Stringers see report Have Ventilators and their Coamings been examined and found efficient? yes Timbers of Frame at openings ✓ Chain Locker good
Inner Bottom Plating good and found efficient? yes " " at other places ✓ Hawser & Warps sufficient
Have the Tanks been examined internally see report Air and Sounding Pipes good Stringers, Clamps & Shelves ✓ Standing and Running Rigging good
Have the Tanks been tested? yes Doubling Plates under Sounding Pipes see report Salting ✓ Sails ✓
(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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as now seen is in good and efficient condition and eligible in our opinion to remain as now classed without fresh record of survey, subject to full requirements for 2nd Special Survey No 2 being complied with before the end of December 1940, to permanent repairs to bottom plating forward & to starb. lower anchor being dealt with at first convenient opportunity; also as per S.R. list.

Survey Fee (per Section 20) 10 : 10 : 0 Fees applied for, 25 NOV 1939
Special Damage or Repair Fee (if any) 7 : 7 : 0 Received by me, R. B. Shephard
Travelling Expenses (if chargeable) ✓
Second Surveyor's Fee (if any) ✓

Committee's Minute

Character Assigned

LIVERPOOL

28 NOV 1939

Deferred for completion of Second Special Survey No. 2.B.S. 11.39.

Surveyor, to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W284-G122(113)

- Steel & POLYCARP -

(sheet 2)

General Examination (cont)

pipes, masts, rigging, windows, pumps, W.T. doors, equipment & boats all generally examined.

steering gear, ventilators, hatchways, covers, tarpaulins, supports, cleats and lashing arrangements examined. Freeboards verified.

Ceiling part lifted.

All D.B. & fore & after peak tanks tested

Damage - For particulars see Southampton Report No 17550.

In addition to the damage to keel & shell plating detailed in the above report, the following internal damage in way of No 1 D.B. tank has now been found.

Port side, (floors numbered from fore peak bld)

Floors Nos 13, 14 & 15 slightly distorted, Nos 14, 15, 16, 17 & 18 badly distorted, including frame angles.

Temporary Repairs to the above damage have been carried out only at this time. A number of defective shell rivets have been renewed or caulked up. An efficient cement box has been fitted on port side in the first three frame spaces abaft the fore peak bulkhead in No 1 hold between the lower side stringer and top of bulge ceiling. Efficient channel struts have been fitted to three buckled floors in No 1 D.B. tank, as vertical reinforcement. The fore peak tank & No 1 D.B. tank have been tested under pressure on completion of repairs & found satisfactory. Broken cement in No 1 D.B. tank made good.

The shank of the starb. bow anchor has been found slightly bent, (cause of damage not stated). The anchor has been specially examined and is considered efficient meantime, but this anchor has been unshipped & placed on deck as spare, the spare anchor being shackled up to the starb. cables.

Repairs - Wear & Tear

Shell Plating E1 from forward (p.s) renewed and extended aft forming new row of rivet holes in butt to E2. E1 from forward (s.s) doubled, and the after overlap butt cropped, & replaced by butt straps.

After overlap butt & lower seam in way of F3 (p.s) reinforced by butt straps. A number of defective seam rivets in forebody renewed.

Keel shoe plate in way of after peak cropped & a new shoe extended aft now fitted.

118

(see sheet 3)

- Steel & POLYCARP -

(sheet 3)

Repairs - Wear & Tear (cont)

The tank top plating under boilers, part renewed.

No 2 hold, two tank side brackets (p.s.) renewed, reverse bars fitted to top of five tank side brackets (3/p, 2/s)

No 4 hold, reverse bars fitted to top of five tank side brackets (3/p, 2/s) cross bunker, transverse & fore & aft boiler recess bulkhead plating & stiffening, part renewed. Plating at fore end of stair. pocket bunker part renewed.

Tween deck bunker sloping casing, also plating of saddle back coal shoot part renewed with stiffening.

Fidley casing top plating also fidley ventilators & their supports, part renewed.

Bracket connecting bridge front to No 2 hatch coaming (p.s.) renewed. Top B.A. of deck girder between after main hatchways (s.s.) cropped & part renewed.

Doublers fitted locally to stringers & deck plating (p.s.) on poop. Steering gear chains removed, part renewed, annealed & tested.

The port bow anchor shackle pin renewed.

A number of wood hatch covers renewed, two ends of hatch beam at bridge deck bunker hatch renewed. Four vent coamings renewed.

A number of minor repairs carried out.

An Annual Freeboard Survey has been held at this time. - probd.

S.R. list The shell plating forward (p.s.), No 2 keel plate and the rudder mainpiece have been specially examined at this time. The shell plating forward has been dealt with as detailed above, the keel plate No 2 is considered efficient in the meantime, and the rudder mainpiece has been built up efficiently by electric welding at the fore side above the 2nd & 3rd arms from the bottom. It is considered that these items be further examined & dealt with as necessary before completion of the Special Survey. 30 fathoms of chain cable have not been renewed at this time.

To complete 2nd Special Survey No 2

All rule requirements except examination of cables and lifting of rudder (Hull Report No. 49490); and examination of steering gear ventilators, hatchways, covers, tarpaulins, supports, cleats & battening arrangements. Also as per S.R. list. } all

Note. The Owners have requested that the completion of 2nd S.S. No 2 be deferred till December 1940. In view of the repairs now carried out on our recommendations, the Owner's request is submitted for favourable consideration by the Committee.