

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16 Jan 31 When handed in at Local Office 16/1/31 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 64040 Survey held at Newcastle on Tyne Date, First Survey 18 Nov Last Survey 10 Jan 1931  
on the Wood, Iron or Steel Sc. Anglo Peruvian (No. of Visits 7)

TONNAGE: GROSS 5457 UNDER DEK. 5013 NET 3331  
Built at Sunderland By whom Sholl Bros. Ltd. When 1926 MONTH 7  
Owners Nitrate Producers' S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
Managers Lawther, Latta & Co. Ltd. Port belonging to London

Surveyed Afloat or in Dry Dock? dry dock Name of Dock Middle Sts. Destined Voyage (check)  
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. 21389 Port Bay  
(Periodical Surveys, when held, must be reported in detail and seriatim 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 (check)  
Society's Freeboard (if assigned) as painted on Ship and now verified (check) ft. (check) ins.

Was a damage report made by anyone else? If so, by whom? (check)  
REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and Part Special Survey No 1.

Condition.  
In way No 2 double bottom tank port & starboard. The tank side plating was found to be fractured in several instances at the upper end of the tank side vertical angles. It was understood from the owner's representative that trouble had been experienced in this neighbourhood on a previous occasion & that the fractures had been used and electric welded, and so far had not given any further trouble.  
In the present case in agreement with the

| SUMMARY OF DAMAGE REPAIRS:     | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:  |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed                        |               |         |            |         |        |              |             |               |
| Removed and Faired or Repaired |               |         |            |         |        |              |             | <u>9.7.0.</u> |
| Faired or Repaired in place    |               |         |            |         |        |              |             |               |

| PRESENT CONDITION OF THE            |   | Copper, or Y.M. of Wood Vessels (State if on list). When put on, Month Year |   |
|-------------------------------------|---|---|---|
| Decks <u>Good</u>                   | State if Tanks have been examined inside <u>No</u>                                    | Dbng. Plates under Sounding Pipes <u>(check)</u>                            | Boats <u>Good</u>                                 |
| Caulking of Decks <u>(check)</u>    | State if Tanks now tested <u>No 2 only</u>  | Engine Room Skylights <u>(check)</u>  | Masts, Yards, &c. <u>(check)</u>                  |
| Coamings <u>(check)</u>             | Bulkheads <u>(check)</u>  | Coal Bunkers, Open'gs, Lids, &c. <u>(check)</u>                             | Condition, how ascertained <u>from SK.</u>        |
| Beams & Fastenings <u>(check)</u>   | Ceiling <u>(check)</u>  | Scuppers <u>(check)</u>   | (State if wedges removed) <u>(check)</u>          |
| Outside Plating <u>(check)</u>      | Cement or Asphalt (State which) <u>(check)</u>  | Cargo Hatchways <u>(check)</u>  | Sails <u>(check)</u>                              |
| Breasthooks <u>(check)</u>          | Rudder <u>(check)</u>   | Hatches <u>(check)</u>  | Equipment letter <u>at</u>                        |
| Transoms <u>(check)</u>             | Steering gear and its connections <u>(check)</u>                                      | Planking of Wood Vessels <u>(check)</u>                                     | Anchors, No. of <u>4</u>                          |
| Frames <u>(check)</u>               | Windlass <u>(check)</u>   | Caulking ditto <u>(check)</u>   | Cables (State if now ranged) <u>No</u>            |
| Reverse Frames <u>(check)</u>       | Have Pumps now been examined and found efficient? <u>(check)</u>                      | Treenails ditto <u>(check)</u>  | " length (on board) <u>270</u> size <u>2 7/16</u> |
| Longitudinals <u>(check)</u>        | Have Sluice Valves now been examined and found efficient? <u>(check)</u>              | Breasthooks & Stemson ditto <u>(check)</u>                                  | Hawser & Warps <u>Good</u>                        |
| Transverses <u>(check)</u>          | Have Watertight Doors now been examined and found efficient? <u>(check)</u>           | Transoms, Pointers, & Crutches ditto <u>(check)</u>                         | Standing and Running Rigging <u>(check)</u>       |
| Floors <u>(check)</u>               | Have Ventilators and their Coamings been examined and found efficient? <u>(check)</u> | Timbers of Frame at openings ditto <u>(check)</u>                           |   |
| Keelsons <u>(check)</u>             |   | Ditto ditto at other places ditto <u>(check)</u>                            |   |
| Stringers <u>(check)</u>            |   | Stringers, Clamps & Shelves ditto <u>(check)</u>                            |   |
| Inner Bottom Plating <u>(check)</u> |   | Salting ditto <u>(check)</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 and notation S.S. No 1 with date on Completion of Survey.

|   |                      |
|---|----------------------|
| Survey Fee (per Section 29) £                         | Fees applied for, 19 |
| Special Damage or Repair Fee (if any) (per Sec. 29) £ | Received by me, 19   |
| Travelling Expenses (if chargeable) £                 |                      |
| Second Surveyor's Fee (if any) £                      |                      |

Committee's Minute Deferred for No 1  
Character Assigned (check)  
Surveyor to Lloyd's Register of Shipping. A. J. Hester  
TUE. 5 MAY 1931  
FRI. 12 JUN 1931

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?  
10m 29.—Transfer Ink. (The Surveys are requested not to write on or below the space for Committee's Minute.)  
ENCLOSURE  
Lloyd's Register Foundation  
w329-0065

Owner's proposals, the fractures were welded, and in addition gusset plates and angles were fitted in accordance with the sketch herewith.

A number of rivets were renewed through the centre keelson top bar.

Testing. On completion of the repairs No 2 double bottom tank was tested and found satisfactory.

Anchors.

The anchors which were originally of the Trojan "welded" type were converted to the "bolted" type, as two of the welded anchors had broken in service at the weld in the anchor head.

The anchors were retested and particulars of the new certificates are given below.

Part S.S. No 1.

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated.

*fl.t.*

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS. *Not new*

| Number of Certificate. | Anchors.*          | WEIGHT, EX. STOCK. |      |      | WEIGHT OF STOCK. |      |      | TEST, PER CERTIFICATE. |       |      | WEIGHT REQUIRED BY RULE. |       |                    | Description of Anchor. | Makers.                     | Where and when tested and Superintendent. |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|--------------------------|-------|--------------------|------------------------|-----------------------------|---|
|                        |                    | Cwts.              | qrs. | lbs. | Cwts.            | qrs. | lbs. | Tons                   | Cwts. | qrs. | lbs.                     | Cwts. | qrs.               |                        |                             |   |
| 64396                  | 1st Bower          | 69                 | 0    | 12   | Stockless        | 53   | 5    | 0                      | 0     |      |                          |       | Trojan bolted type | Taylor & Son           | Tipton 2-12-30 H.C. Keelson |   |
| 64395                  | 2nd "              | 68                 | 0    | 10   | "                | 52   | 12   | 2                      | 0     |      |                          |       | "                  | "                      | " 2-12-30 "                 |   |
| 64399                  | 3rd "              | 59                 | 0    | 14   | "                | 47   | 16   | 2                      | 7     |      |                          |       | "                  | "                      | " 2-12-30 "                 |   |
|                        | Collective Weight. | 196                | 1    | 8    |                  |      |      |                        |       | 194  | 2                        | 0     |                    |                        |                             |   |
| 64400                  | Stream             | 31                 | 1    | 7    | Stockless        | 29   | 11   | 1                      | 0     | 19   | 2                        | 8     | "                  | "                      | Tipton 2-12-30 "            |   |
|                        | Kedge.....         |                    |      |      |                  |      |      |                        |       |      |                          |       |                    |                        |                             |   |

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

| Number of Certificate.              | Length and size supplied. |       | Test per Certificate. |           | WEIGHT OF CHAIN CABLE. |      |           |       | Length and size per Rule. |       | Description. | Makers of Cables. | When and where tested and Superintendent. |
|-------------------------------------|---------------------------|-------|-----------------------|-----------|------------------------|------|-----------|-------|---------------------------|-------|--------------|-------------------|---|
|                                     | Length.                   | Diam. | Statutory.            | Breaking. | Supplied.              |      | Per Rule. |       | Length.                   | Diam. |              |                   |   |
|                                     |                           |       |                       |           | Fathoms.               | Ins. | Tons.     | Tons. |                           |       |              |                   |   |
| Iron Stream Chain or Steel Wire.... |                           |       |                       |           |                        |      |           |       |                           |       |              |                   |   |

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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