

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5.4.29 When handed in at Local Office 6.4.29 Port of Sunduland
 No. in Survey held at Sunduland Date, First Survey May 5 Last Survey May 28 1929
 Reg. Book. 84321 on the Wood, Iron or Steel S.S. "SIR WALTER SCOTT" (No. of Visits) 11

TONNAGE:— Built at Blyth By whom Blyth S. B. Co. Ltd. When 1908 - 8
 GROSS 1465 Owners Kestell Steamships Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DE. 1190 Managers James Kestell Ltd. Port belonging to Sunduland
 NET 886

Surveyed Afloat or in Dry Dock? Yes Name of Dock Austins Destined Voyage Lyne to Load
 WB=CellDBorDBa feet; uE&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. 29913 Port Sld.

(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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Yes, Owners Superintendents, not required Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage (1), stated to have been caused through collision with the S.S. "Abundant" off the Cross Sand Lightship on 3rd March 1929, while on a voyage from London to the River Tyne in light condition.

(2) Through collision with the S.S. "San Fernando" in the North Sea on 13th November 1928.

(3) Through collision with the S.S. "Vale of Pickering" in the River Tyne on 13th June 1928.

(4) Through collision with the S.S. "Keynes" in the River Tyne on 16th May 1928.

(P.T.O)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<u>23</u>	<u>7</u>	<u>4</u>	<u>4</u>	<u>10</u>	<u>5</u>	<u>7</u>	<u>Stem, Bulwarks &c.</u>
Removed and Fair'd or Repaired	<u>5</u>	<u>2</u>	<u>✓</u>	<u>✓</u>	<u>1</u>	<u>✓</u>	<u>✓</u>	<u>& as detailed.</u>
Fair'd or Repaired in place	<u>5</u>	<u>2</u>	<u>✓</u>	<u>✓</u>	<u>1</u>	<u>6</u>	<u>1</u>	

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>✓</u>	Dblg. Plates under Sounding Pipes <u>✓</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>—</u>	State if Tanks now tested <u>See peak</u>	Engine Room Skylights <u>Good</u>	(State if on Felt.)
Coamings <u>—</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>—</u>	When put on, Month <u>—</u> Year <u>—</u>
Beams & Fastenings <u>Where Exam'd</u>	Ceiling <u>—</u>	Scuppers <u>—</u>	Boats <u>Good</u>
Outside Plating <u>—</u>	Cement or Asphalt (State which.) <u>—</u>	Cargo Hatchways <u>—</u>	Masts, Yards, &c. <u>—</u>
Breasthooks <u>—</u>	Rudder <u>—</u>	Hatches <u>—</u>	Condition, how ascertained <u>from decks</u>
Transoms <u>✓</u>	Steering gear and its connections <u>—</u>	Planking of Wood Vessels <u>—</u>	(State if wedges removed) <u>✓</u>
Frames <u>Where Exam'd Good</u>	Windlass <u>—</u>	Caulking ditto <u>—</u>	Sails <u>✓</u>
Reverse Frames <u>—</u>	Have Pumps now been examined and found efficient? <u>✓</u>	Treenails ditto <u>—</u>	Equipment letter <u>7</u>
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Breasthooks & Stems ditto <u>—</u>	Anchors, No. of <u>3 B 1 S 1 K</u>
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Transoms, Pointers, & Crutches ditto <u>—</u>	Cables (State if now ranged) <u>✓</u>
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>—</u>	" length <u>✓</u> size <u>✓</u>
Keelsons <u>Where Exam'd Good</u>		Ditto ditto at other places ditto <u>—</u>	" (on board) <u>✓</u> size <u>✓</u>
Stringers <u>—</u>		Stringers, Clamps & Shells ditto <u>—</u>	" Rule length <u>✓</u> size <u>✓</u>
Inner Bottom Plating <u>✓</u>		Saltg. ditto <u>—</u>	Hawser & Warps <u>Good</u>
		(State if examined.)	Standing & Running Rigging <u>—</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 ptND15, &c."

This vessel is now in good condition & eligible in my opinion to remain as classed & to have record of Survey 3.29.

Survey Fee (per Section 20)	£	✓	✓	✓	Fees applied for, <u>1929</u>
Special Damage & Repair Fee (if any) (per Sec. 20)	£	15	15	0	Received by me, <u>8.6.1929</u>
Travelling Expenses (if chargeable)	£	✓	✓	✓	
Second Surveyor's Fee (if any)	£	✓	✓	✓	

Committee's Minute

Character Assigned 100A1

NDB 29

B.L. 3.29

FRL 19 APR 1929

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W375-007113

S.S. "SIR WALTER SCOTT."

No 1. Damage (Continued). Fore Peak Deck. - 4 beams, 8 knees, 4 deck plates, 2 lengths shingle angle, & 6 top brackets, renewed; & 2 shingle plates partly renewed.

Main Deck. - 4 beams, 8 knees, 3 deck plates, 2 lengths shingle angle, 2 shingle plates, & 2 butt angle hatch coaming rest bars, renewed; one butt angle hatch coaming, removed, failed & replaced.

Forecastle Deck. - One beam & 2 knees removed, failed & replaced; one length shingle angle, & one plate shoe, renewed; & 2 shingle plates & one deck plate, failed in place.

All fittings in way of damage removed to effect repairs afterwards replaced in good condition, or renewed, or repaired, where necessary & materials recoded.

The Fore Peak Tank tested upon completion of repairs & found satisfactory. The bottom painted.

No 2. Damage - Starboard Bow. - F Shake No 3, & G No 3 & 4, failed in place; H No 3, K No 2, Forecastle rising plate, & one length Forecastle gunwale angle, removed, failed & replaced; one Forecastle deck shingle plate, one length waterway angle, & one length moulding, renewed; handrails & stanchions failed & repaired.

Fore Deck - Starboard Side. - One length rail bar, one Forecastle side house plate, one Forecastle stiffener, & 2 bulwark stays, removed, failed & replaced; 2 Forecastle frames, one Forecastle front plate, & one bulwark plate, failed in place; one Forecastle wing plate, connecting angle, & bracket renewed; one Forecastle front beam, partly renewed.

Aft Deck - Starboard Side. - One shingle plate, 5 bulwark plates, & one washport door, failed in place; 10 bulwark stays, removed, failed & replaced; & 2 lengths rail bar, renewed; 2 davit sockets, removed & refilled.

No 3. Damage - Port Bow. - Forecastle sheer No 2, failed in place; Forecastle rising plate, & one length rail bar, renewed.

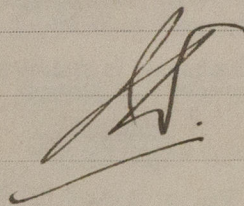
No 4. Damage - Starboard Counter. - 3 counter plates, one length moulding, & 3 bulwark stays, removed, failed & replaced; one counter plate, 2 wheel house plates, & one deck shingle plate, failed in place; one bulwark plate, one length rail bar, & one rail bracket, renewed. One mooring pipe removed & refilled.

A few minor damage repairs also effected.

(Continued)

S.S. "SIR WALTER SCOTT."

Repairs - due to wear & tear. - One donkey boiler seat top plate, renewed, bulkhead plating & stiffeners partly removed for access for fitting of new boiler & afterwards replaced. One washport door renewed & a number of repairs of a minor nature also carried out.



RETAIN