

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

Date of writing Report

When handed in at Local Office

Port of

No. in  
Reg. Book.Survey held at *Ellesmere Port*Date, First Survey *Dec 1st*Last Survey *Dec 31st* 1920No. on the *Wood, Iron or Steel* *DELIA.*

(No. of Visits)

Master

TONNAGE:-

ROSS *1225*NDER DK. *1095*ET *700*Built at *Lübeck*By whom *Schiffsw. v. Henry Koch*When *1914*Owners *Keith, Hull & Hamburg S.P. Co. Ltd.*Port belonging to *London*

Owners' Address

(if not already recorded in Appendix to Register Book)

*Ellesmere Port Porton*Surveyed Afloat or in Dry Dock? *Both* Name of Dock

Destined Voyage

B=CellDBorDBa

feet; uE&amp;B

feet; f

feet;

al capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No.

Port

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs 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 placement 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.

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

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?

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

PAIRS, OR EXAMINATION AS PER RULE, FOR

*Special Survey for Classification.*

Vessel placed on pontoon. Bottom and under cleaned, examined and coated. Examined holds, decks, and tween decks, bunkers fore and after peaks, chain locker, engine and boiler space; nos. 1, 2, 3, 5, 6, 7, 8, 9 double bottom ballast tanks, and no. 4 dry tank under the boilers; hatches, covers and supports, plating under sidelights, masts (wedges removed), rigging, windlasses, steering gear and connections, pumps, W. I. door, boats, equipment, air and sounding pipes, casings and ventilators; ceiling, spanning and platforms removed, steel surfaces scaled and coated; all double bottom ballast tanks, and fore peak tank tested and found tight; anchors and cables ranged and examined and found to be in accordance with certificates produced, for particulars see 1st entry report

PARTY OF DAMAGE REPAIRS:—

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

GENERAL CONDITION OF THE

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treemails

Breasthooks &amp; Stems

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt.)

When put on, Month

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

size

Rule length

Hawser &amp; Warps

Standing &amp; Running Rigging

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, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and ptnd 15, &c."

This vessel is now in good and efficient condition and eligible in my opinion to be classed 100 A.I. Record of survey and notation of S.S. LIV. N° 3-12, 20, being subject to completion of survey. Indented plating to be repaired at owner's convenience.

Fee (per Section 25)

Damage or Repair Fee (if any)

Expenses (if chargeable)

Surveyor's Fee (if any)

Fees applied for

Received by me

22.1.21

E.H. Dean

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL

14 JAN 1921

FRI. 30 JUN 1920

TUES. 15 DEC 1925

TUES. 16 MAR 1926

FRI. 18 JUN 1926

subject to

Character Assigned

with freeboard

100 A.I.

record 12:20

S.S. LIV. N° 3: 12:20

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Lloyd's Register  
Foundation

Is Certificate required? If so, to be sent to

W 404-0155-1121



attached, rudder lifted and pintles examined, shell plating drilled amidships, and the scantlings of the ~~rest~~ various parts of the vessel ascertained, for particulars see 1<sup>st</sup> entry report attached.

A number of rivets cut out from various parts of the vessel and found good, the holes fair and well countersunk.

The undermentioned damage was found on the port side in way of fore hold; cause and date not stated.

shell plates "H" 6x7 indented

" " "F" 6x7 "

" " "E" 5 "

" " "G" 6x7 "

frames, and <sup>side</sup> stringer plates and angles set in, in way of these plates.

The foregoing damage does not affect the seaworthiness of the vessel and the owners statement that repairs will be carried out at first convenient opportunity is in my opinion satisfactory.

The damage to bulwarks mentioned in Leith report dated 25<sup>th</sup> August 1920, has been examined and remains efficient.

The shell plating between "wind and water" was found to be somewhat pitted, this was carefully examined and found to be efficient.

No opportunity was given this time to have the freeboard assigned by the Committee marked on the vessel's side; but owners superintendent stated this would be done at first possible opportunity. The vessel is at present manning with a provisional freeboard assigned by the Board of Trade expiring in July 1921.

No doublings or stiffening is provided to the topsides in way of the well forward; arrangements have been made with owners superintendent to have adequate stiffening fitted at the first possible opportunity. (See Secretary's letter 21/12/20 "M".)

The port driving wheel of the windlass was found to be damaged; particulars were taken for supplying a new wheel, and owners superintendent stated this would be fitted as soon as same comes to hand.

To complete the survey:- Doublings to be fitted to forward well; board to mark on ship's side and reify; facilities to be provided to enable the crew to get to and from their quarters without descending to the well (see Secretary's letter 31/12/20 "M"); 30 fathoms of 1<sup>11</sup>/<sub>16</sub> stud link to supply, also 75 fathoms 3<sup>3</sup>/<sub>4</sub> steel wire rope, (see Secretary's letter 2/20 "M"); new port driving wheel to supply for windlass.

ETD.

