

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report

19

When handed in at Local Office

21/12/39

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

South Shields

Date, First Survey

16th Nov

Last Survey

29th Nov 1939

35393. on the Wood, Iron or Steel

L.C. Towneley

TONNAGE:—

GROSS 2888

UNDER DK. 2592

NET 1703

Built at

Newcastle

Owners

J. S. S. to. Ltd.

Managers

By whom

Wood Skinner & Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to

When

1933 - 7

Surveyed Afloat or in Dry Dock?

Dry Dock

Name of Dock

J. Reeshaas.

Destined Voyage

Cell DBor DBa

feet; uE&B

feet; 4

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. 97118

Port Nwe

(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.

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. Refd.

Not required.

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

Undemonstrated Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage & Condition.

Damage stated to have been caused through collision with the L.L. Brockley on the 14th November 1939 whilst on voyage to River Tyne.

Low down. Vessel placed in dry dock, bottom & rudder, cleaned, examined, made good as necessary & afterwards revarnished.

Damage repairs. Stem bar (badly buckled) refitted at 23 ft mark & lower portion renewed. Stem plates - Port A1, B1, C1 & E1 and starboard A1, B1 & 2, C1, E1 & 2 & F1 were renewed. (11) also Port shell plates F1, G1 & 2, H1 and starboard G1 were renewed, faired & refitted (could have been). (16) Keel hot plate renewed, faired & refitted.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Rudder Plates.	Beams.	Inner Bottom Plates.	Decks.	Other Items:—
Renewed	11.	8.		4.	2.			Stem bar part renewed & other items as per report.
Removed and Faired or Repaired	6.	2.			3.			
Faired or Repaired in place	6.	1.						

PRESENT CONDITION OF THE

Decks	good.	Bulkheads	good.	Engine Room Skylights	good.	Copper, or Y.M.	✓
Caulking of Decks	"	Ceiling	"	Cost Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	✓
Coamings	"	Cement	"	Oil Bunkers	✓	When fitted, Month	✓
Beams & Fastenings	"	Rudder	"	Scuppers	✓	Year	✓
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Boats	good.
" " in way of sidelights	✓	Windlass	"	Hatches (generally exposed)	"	Masts, Yards, &c.	"
Frames	"	Have pumps been examined and found efficient?	✓	Planing	✓	Condition, how ascertained	from deck.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	(State if wedges removed)	11.
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Equipment letter	38115.
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	✓	Anchors, No. of	38115.
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	Cables (State if now ranged)	No
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	" length (on board)	38115.
Stringers	"			" " at other places	✓	" Rule length	38115.
Inner Bottom Plating	"			Stringers, Clamps & Shelves	✓	Chain Locker	good.
Have the Tanks been examined internally?	✓			Sinking	✓	Hawsers & Warps	good.
Have the Tanks been tested?	✓			(State if examined.)	✓	Standing and Running Rigging	"
						Sails	✓

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 is in a good and efficient condition and worthy in our opinion to remain as classed with fresh record of survey 11.39 subject to indented shell plate F4 & 9 both being dealt with at first convenient opportunity.

Survey Fee (per Section 29)

£

Special Damage & Repair Fee (if any)

£

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

Fees applied for,

19

Received by me,

19

Committee's Minute

Character Assigned

100 A1 Subject
Cargo Batts Inst ftd.
BS 11.39

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W441-0039 1/2

S. S. Townley.

Steel plates post A2, B2 + J1 and stubs A2, C2 + D1 were fixed in place. 16

In way of damage 4 peak floors, frame P.S. were removed - 2 frames removed, joined & repaired & 1 frame joined in place -

2 stringer plates, 2 beams, 1 breasthook, 4 brackets were removed and 1 stringer plate, 7 knees, 3 beams removed, joined & refitted - also workplate cropped & part removed.

A number of other minor repairs were also effected & on completion the fore peak & hot double bottom tanks were painted satisfactorily.

Removal made as necessary & afterwards refilled. Low & disturbed work noted.

Decks, ceilings, lockers & coverings, vents & coverings, hot cold, steering gear & lines, spars & deck equipment generally examined.

15 ft of staving gear chain was renewed with koted chain & a few other minor
dial repairs were also effected. A few scattered shell nests on the P.S.
sides were well good as always.

It was noted that the shell plate PF4 was indented - also plate PF9, adjacent E & Q strake plates "set in" slightly but are efficient members.

The Superintendent stated that these plates would most probably be dealt with at next Special Meeting due 6.40.

Jan

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT BY 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.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

[illegible]

THE SURVEYORS

RETAIN