

WRECK PAY 175-3

(Received at London Office

AUG -9 1939

No. 97715

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2<sup>nd</sup> August 1939. When handed in at Local Office 4/8/39 Port of NEWCASTLE-ON-TYNE

No. in Survey held at South Shields Date, First Survey 28 July Last Survey 2<sup>nd</sup> August 1939 (No. of Visits 3)

Reg. Book. 36579 on the Wood, Iron or Steel SC. "WHINTOWN" YEAR 1919 MONTH 9

TONNAGE: - Built at Hardim, weld By whom N.V. Schreier de Merwede When 1919 9  
GROSS 734 Owners Book Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK. 518 Managers Lamben, Langstaff & Co. Ltd. Port belonging to LONDON.  
NET 338

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Middle Rocks. Destined Voyage  
Cell DBor DBa feet; uE&B feet; f feet  
total capacity all tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
CHARACTER: \* for Special Survey, Date of last Survey and of Periodical Survey.  
Machinery and Boiler Survey (including date of N.B., if any).  
100A1 2.38 LMC 4.36  
8.5 9.38  
S.S. LTH N° 3-10, 31  
S.S. LTH N° 1-36 O.G. 11.36

N.B.—All alterations in the existing records should be underlined.  
Last Report, No. 4093 Port Dunk  
(Periodical Surveys, when held, must be reported in detail and seriatim 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  
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

## REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

Damage stated to have been caused through collision with S.S. "FRANCIS FLAGGATE" in Blackwall Reach, River Thames, on 8<sup>th</sup> July, 1939.

NOW DONE: - Vessel examined afloat. Damaged area examined and repairs effected as noted below. Weather decks, hatchways, etc., examined generally.

DAMAGE REPAIRS: - Port side only - plates numbered from forward.  
Forecastle side plating, upper strake, N° 2 plate renewed.  
lower strake, N° 1 plate faired in place and N° 2 plate removed, faired and refitted.

Strake of shell, N° 2 plate removed, faired and refitted.  
4 frames in way of above removed, faired and refitted and 1 frame faired in place.

SUMMARY OF DAMAGE REPAIRS: -	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: -
Renewed	1	✓			✓			[SEE OVER]
Removed and Faired or Repaired	2	4			2			as per afloat.
Faired or Repaired in place	1	1						

PRESENT CONDITION OF THE		Engine Room Skylights		Copper, or I.M. (State if on felt.)	
Decks	Bulkheads	Engine Room Skylights	Copper, or I.M. (State if on felt.)	When fitted, Month	Year
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats		
Coamings	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.		
Beams & Fastenings	Rudder	Scuppers	Condition, how ascertained (State if wedges removed)		
Outside Plating	Steering gear and its connections	Cargo Hatchways	Equipment letter		
" " in way of sidelights	Windlass	Hatches	Anchors, No. of		
Frames	Have pumps been examined and found efficient?	Planking	Cables (State if new ranged)		
Reverse Frames	Have Slack Valves been examined and found efficient?	Caulking	" length (on board) mean diamr.		
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" Rule length size		
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Chain Locker		
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Hawsers & Warps		
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running Rigging		
Stringers		" " at other places	Sails		
Inner Bottom Plating		Stringers, Clamps & Shelves			
Have the Tanks been examined internally?		Salting (State if examined.)			
Have the Tanks been tested?					

## 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, as now seen, is in an efficient condition and eligible, in my opinion, to remain as classed in the Register Book without fresh record of Survey.

Survey Fee (per Section 29)	£			
Special Damage & Repair Fee (if any) (per Sec. 29)	£	4	4	0
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Fees applied for, -8 AUG 1939

Received by me, 19/10/39 R.S.P.

Hugh L. Walker, James A. Rowson  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned

TUE 22 AUG 1939

As now, without special

2.  
S.S. "WHINTOWN"

2 fore-castle deck beams faired in place and 3 fore-castle deck beam knees renewed.  
 2 side scuttles to fore-castle space renewed and refitted.  
 Fore-castle shell maulding renewed, faired and refitted.  
 Fore-castle wood deck part re-caulked and payed.

All repairs necessary to permit the above repairs being effected were made and afterwards re-placed with part new where necessary. On completion of repairs the repaired shell plating was hose-tested and found satisfactory. All new and disturbed surfaces were coated.

*A.H.W.*

451  
812  
888

DAMAGE TO FORECASTLE DECK BEAMS AND KNEES  
 The fore-castle deck beams and knees were found to be in a state of disrepair and were renewed. The side scuttles were also renewed and refitted. The shell maulding was renewed and faired. The wood deck was re-caulked and payed. All repairs were made and the vessel was found to be in a satisfactory condition.

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

ANCHORS.

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.			
	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.

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.			

at, ... ..

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.