

Leith. 31st May 1919.

M. MACLEOD and W. GORDON MINCHIN.

the Ministry of Shipping attend on board the S.S. "NALMES" of 5332 tons gross register No 54 in Register Book, on 30th April 1919 and subsequent dates, as she lay in Imperial Docks, Leith, for the purpose of ascertaining the general condition of Hull and Machinery previous to vessel being taken over by the Ministry of Shipping.

The Survey was held in conjunction with the Norske Veritas Surveyor and the Managers Representative.

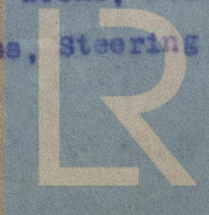
From Certificates found on board signed by the Germanischer Lloyd it appears this vessel was examined at Bremen on 8th March 1919 for Special Survey No 3 and Class continued.

No information could be obtained regarding dry docking.

NOW DONE:- Vessel examined afloat. Not Dry Docked at this time.

HULL.

The Holds, Tween Decks, Peaks and Engine & Boiler Space examined, Bunkers (full of coal) not examined. (Double Bottom Tanks not opened out at this time). Tank Top under Boilers carefully examined. Limber Boards part removed, Bilges examined and Limber Boards replaced, Decks, Casings, Hatch Covers, Beams, Ventilators, Windlass, Steering Gear & Connections,



Air & Sounding Pipes, Masts and Rigging (from deck) Anchors and general equipment examined so far as possible.

(Cables not ranged at this time).

FOUND AS FOLLOWS:- The Frames, Reverse Frames, Beams, Bulkheads, Stringers and Decks in way of Holds, Peaks and Engine and Boiler Space in satisfactory condition, but bare of paint and rusted in place. Ceiling laid on tank top throughout, in satisfactory condition, altho' soft and worn in way of Nos 1 & 3 Hatchways and in After Hold. Cargo Battens fitted in Holds & Tween Decks, in fair condition. 35% missing in No 1 Hold and 50% missing in No 2.

Wood Divisional Bulkhead (forming Cross Bunker) missing.

Hold and Tween Deck Ladder Rungs more or less bent.

Tunnel Top and Sides in way of Hatchways indented in places.

Windlass:- Keeps on Main Bearings, & Cleats of clearing tongues which have been previously broken and temporary repaired now

examined. All W.C. and Water Service Pipes in bad condition, and out of order. Wood Work and Bunks in Forecastles more or less broken, parts missing and generally in a filthy condition.

Forecastle W.C. Soil Pipe broken. Lifebuoys in a defective condition. Lifeboats short of equipment & parts defective.

Galley Top Covers broken. All Iron Hand Rails and Stanchions more or less bent. Bulwark Plates set in, in various places and eight Bulwark Stanchions in way of same, bent. All Eye

Bolts on Bulwarks for cargo gangways missing. Several Cleats on deck and hooks of cargo gangways broken. Three GuyBollards broken. Hawsepipes more or less worn. Lip of Port Chain Pipe broken, and starboard Pipe previously broken and patched, now

examined. Heating Stoves and Piping in Forecastles in rusty and broken condition. Steam Heater Pipes part missing. One Gangway Davit missing, Brass Caps for Sounding Pipes missing.

Two Belaying Pins on Main Rigging missing. Two Wire Reel Barrels broken. Ventilator Cowls in poor condition. Compressor wheel for/

for After Chain Gypsy of No 2 winch broken, also Reversing Lever guide. Connecting Steam Pipes twisted. Three Drum Ends on No 5 Winch broken, and several defects in winches previously temporary repair, and now examined. One port in forecastle and one in storeroom missing. Three Glass Ports in Forecastle broken. Standard and Steering Compass more or less defective. One Bridge Deck Plate on Starboard Side at fore end of bunker hatch indented. Officers' Accommodation in a more or less dirty condition, several wash basins broken, and other fittings broken and defective in parts. Five Glasses of Engine Room Skylight broken. Hatch Tarpaulins in poor condition and part missing.

M A C H I N E R Y.

The Cylinders, Pistons, Piston Valves and its Chamber Slide Valves and Faces, Crank Thrust and Tunnel Shafting, Pumps, Auxiliary Machinery, Steering & Fan Engines opened up and examined. All Boilers internally and externally examined. The Propeller Shaft was not drawn for examination at this time. No records of examination of Propeller Shaft found on board.

FOUND. Top half of H.P. Bottom End White Metal badly cracked and run.

Top half of No 1 I.P. Bottom end white Metal cracked.

Top half of No 2 I.P. Bottom end White Metal broken on edge & cracked. Slide Valve Face badly grooved. White Metal in top and bottom Valves of L.P. bottom end cracked.

White Metal in No 4 Main Bearing (top) loose and badly cracked. Nos 5 & 6 Main Bearing (top) cracked. The other have been heated and run.

Crank Shaft is down $5/32$ ".

Thrust Shoes Metal (white) run and gutters choked.

Several Holding down Bolts in Plummer Blocks in Tunnel loose.

One Blade of Propeller bent.

Condenser Distance Piece in forward end broken & badly corroded

Feed Pump Delivery Valve Spindle on Fore and After Pumps broken.

Sanitary/

Sanitary Pump, four Iron Bands bolted round body.

Expansion Glands on Main and Auxiliary Pipes badly corroded
General Service Pump, Piston Rings in After Pump worn, Bucket
slack.

Spigots of Lower Manhole Doors slack in end plates.

Auxiliary Feed Pump. Seats of Suction & Delivery Valve
badly worn. Bucket slack.

Weir Ballast Pump Piston Rings slack. Gland on water end
broken. Auxiliary Slide Valve badly worn.

Injector out of order.

Ash Hoist not workable.

Boiler Port Centre Furnace patched and welded at saddle.

Tube Plates badly pitted. Twenty four screwed Stays badly
wasted and 43 others wasted.

Furnaces slightly out of shape.

Shell in parts without lagging.

Mountings - all Valves leaking.

Boiler Centre - Tube Plates pitted, one tube stopped & leaking,
Centre Furnace badly corroded along the line of Firebars;

Port and Starboard Furnace (apparently renewed) pitted.

Three Stays (screwed) badly wasted and nine wasted.

Lagging on Shell in parts missing. Furnaces out of shape.

Mountings - All Valves leaking.

Boiler (Starboard) Centre Furnace along line of Firebars
very badly wasted. A Crack welded.

Starboard and Port Furnaces have apparently been renewed but
these are now pitted along the line of firebars. 3 Screwed
Stays badly wasted and 5 wasted. Tube Plates pitted.

Furnaces out of shape; Mountings - all Valves leaking.

In our opinion, so far as we could judge from the inspection
made of the parts of the vessel which have been examined, this
vessel appears to be in a fit condition to run for a period
of Six Months provided the following repairs be effected:-