

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

When handed in at Local Office

10

Port of

No. in
Reg. Book

Survey held at

SOUTH SHIELDS

Date, First Survey

(No. of Visits)

Last Survey

1937

81779 on the ~~SS "PEGAWAY"~~ Steel SS "PEGAWAY"

TONNAGE

Built at

Middlesbrough

By whom

Smiths Dock Co. Ltd.

When

YEAR

MONTH

GROSS 1826

UNDER DEK. 1558

NET 1073

Owners

Hill Stm. Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Witherington & Sonett.

Port belonging to

Newcastle

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

WB=Cell DBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & 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 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.

Port

Newcastle

CHARACTER
of Special Survey
Date of last survey and of
Periodical Surveys.Years
Assigned
and
expired.Machinery and Boiler
surveys
(including date of S.B., if any).

+100 A1. 10.35

SS A1. 17.2-33

+100. 8.33

BS. 12.36

TS. CL. 10.35

Large ballast not fitted.

(Periodical Surveys, when held, must be reported in detail and arriatum 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. Yes. Not required.

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

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & SS N°3.

Damage N°1 Stated to have been caused by vessel falling heavily with Port Bow on to the Starboard bow of SS "CAKING", when manoeuvring alongside at DUNSTON on Feb. 13th 1937.N°2. Stated to have been caused by Starboard bow of this vessel falling heavily on to Port side of "DORRIEN ROSE" whilst manoeuvring alongside at HARTON BUOYS on March 4th 1937.N°3. Damage to Port bow plating. Stated presumed to have been caused by an unknown barge whilst discharging in London River at TILBURY on September 19th 1936.

Now Done for Damage. Vessel placed in drydock, bottom and rudder cleaned and examined. (see continuation)

SUMMARY OF DAMAGE REPAIRS:

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Renewed

2

12

Removed and Fair'd or Repaired

10

-

Fair'd or Repaired in place

12

42

See continuation sheet.

PRESENT CONDITION OF THE

Decks

Good

Caulking of Decks

"

Coamings

"

Beams & Fastenings

"

Outside Plating

"

" in way of sidelights

"

Breasthooks

"

Transoms

"

Frames

"

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

Good

Keelsons

"

Stringers

"

Inner Bottom Plating

"

State if Tanks have been examined inside

Yes

State if Tanks now tested

Yes

Bulkheads

Good

Ceiling

"

Cement or Asphalt

Cement

(State which.)

Good

Rudder

"

Steering gear and its connections

"

Windlass

"

Have pumps now been examined and found efficient?

Yes

Have Sluice Valves now been examined and found efficient?

Yes

Have Watertight Doors now been examined and found efficient?

Yes

Have Ventilators and their Coamings been examined and found efficient?

Yes

Air and Sounding Pipes

Good

Dblig. Plates under Sounding Pipes

"

Engine Room Skylights

"

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

"

Oil Bunkers

"

Scuppers

Good

Cargo Hatchways

"

Hatches

"

Planking of Wood Vessels

"

Caulking

ditto

Treenails

ditto

Breasthooks & Stems

ditto

Transoms Pointers, & Crutches

ditto

Timbers of Frame at openings

ditto

Ditto Ditto at other places

ditto

Stringers, Clamps & Sheifs

ditto

Sinking

ditto

(State if examined.)

Copper, or T.M. of Wood Vessels

(State if on Felt).

When put on, Month

Year

Boats

Good

Masts, Yards, &c.

Good. See N°1.

Condition, how ascertained by examination

(State if wedges removed)

Yes

Sails

"

Equipment letter

9

Anchors, No. of

3B 1.5

Chain Locker

Good

Cables (State if now ranged)

Yes

" length 240 fms. mean diam. 1 1/2"

(on board)

" Rule length 240 fms. size 1 1/2"

Hawser & Warps

Good

Standing and Running Rigging

"

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 ptynd24, &c."

This vessel is in efficient condition, and eligible in my opinion to remain as now classed with fresh record of survey 6.37 and the notation SS. South Shields N°3 - 6.37.

Survey Fee (per Section 20)

£

20

0

0

Fees applied for.

19

Special Damage or Repair Fee (if any) (per Sec. 20)

£

5

5

0

Received by me.

19

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

Committee's Minutes

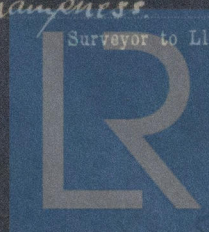
Character Assigned

100 A1 Subject

19/7/37

S.S. No. 3 - 6.37

+ Inc. 6.37

Lloyd's Register
Foundation

S.S. "PEGAWAY"REPAIRS - DAMAGE N°1. Shell PORT side, (Numbers counted from forward)

E stake N°1 renewed. C stake N°2 removed, faired & refilled.
 C " N°1 faired in place. E " N°3 " " "
 E " N°s 2 & 4. " " " F " N°s 3, 4 & 5. " " "
 G " N°s 2 & 3. " " " G " N°4. " " "

Frames in way - 11 renewed, 25 faired in place.

- DAMAGE N°2. Shell STARBOARD side

K stake N°2 renewed. C stake N°2 removed, faired & refilled.
 D " N°1 faired in place. F " N°4 " " "
 E " N°s 3 & 4. " " " G " N°s 2 & 3 " " "
 F " N°3 " " "
 H " N°s 1, 2 & 3 " " "

Frames in way - 8 renewed, 17 faired in place.

DAMAGE N°3. "C" stake PORT N°1 plate found fractured for about 6"

in the knuckle, adjacent to stem bar. Plate was gauged and found of good thickness. Fracture veed out and electric welded.

The peak subsequently proved up, this repair examined and found satisfactory.

Now done S.S. N°3. Bottom and rudder (lifted) cleaned, examined and recoated.

Holds and tankers, peaks, poop, bridge and fore-castle spaces, chain locker, engine & boiler spaces cleared and examined, ceiling lifted as per Rule, oxidation removed, steelwork examined, placed in good condition and recoated as required.

Plating under sidelights and in way of ash shoots examined.

Double bottom tanks and peaks examined internally & tested satisfactorily.

Decks casings, hatches, tarpaulins and securing arrangements, ventilator coamings and covers, steering gear & its connections, windlass pumps, air and sounding pipes and striking plates, masts (wedges removed), spars & rigging (see Report herewith), anchors & cables (ranged) and general equipment examined, and all found or placed in good order. Watertight door tested.

Freeboard verified and renewal Certificates issued.

The whole of the Rule requirements for S.S. N°3 have now been complied with.

REPAIRS - WEAR & TEAR.

HOLDS. N°1. Port lower stringer plate renewed. Forepeak bulkhead cropped and part renewed.

N°2. P & S sounding pipes and air pipes part renewed. 4 flanged bilge brackets removed, faired & refilled.

N°3. Engine room bulkhead cladding plated fitted on port side.

N°4. 10 main frames (5 P & 5 S.) faired in place & face plates fitted.

After peak bulkhead cropped and part renewed.

(see continuation)

Main engine pumps Both fuel pumps. Rams renewed. Both helge
rams skinned up at ends. All fuel suction and delivery
valves and seats machined.

G.S. pump Suction and delivery valves and seats renewed.
Valve gear overhauled. Both bucket rods renewed.

Circulating pump Cylinder honed out, piston rings renewed. Valve
spindle renewed. Impeller shaft renewed.

Main condenser returned and retorted.

Ballast pump Piston rings renewed. Lantern seat fitted
in valve chest.

Winders Main bearing brasses renewed. Clutch gear levers
and coil pieces renewed. Piston rings renewed.

Dynamo engine Piston rings renewed. Governor gear
overhauled. Valve and seat on governor gear renewed.

Main boilers Stanchion port furnace jacked up.

Both lower manholes built up by E.W. and doors
refitted.

6 plain and stay tubes renewed.

Stem hatch unwooded all round.

A. low pressure feed water has been fitted in the Vessel and
new and altered pipes hydraulically tested.

M. Caldwell.

Electric light Instⁿ

The dynamo has been overhauled. After main renewed.

Engine room, cylinders & gauge lights renewed. Tunnel to stokehold
partly renewed. Navigation circuits overhauled & partly renewed.

Cargo circuits & boxes overhauled. The dynamo, governors, main
board cables & fittings were ex^d tested under working conditions
& found satisfactory. Insulation resistance low good.

W.T.B.