

22 APR 1925

(Received at London Office)

No. 88353

Rpt. 8.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15/4/1925 When handed in at Local Office 15/4/1925 Port of 1st Oct 24 Last Survey 1st April 1925

No. in Survey held at Liverpool Date, First Survey 15th Oct 24 Last Survey 1st April 1925
Reg. Book. 74357 on the Wood, Iron or Steel “MIDDLESEX”

TONNAGE:— Built at Newcastle By whom Swan, Hunter & Wigham When 1920 9
GROSS 8569 Owners Federal Ste. Nav. Co. Ltd. Owners' Address Richardson & Co.
UNDER DEK. 8185 Managers ✓ Port belonging to London.
NET 5395

Surveyed Afloat or in Dry Dock? Both Name of Dock B'head Docks Destined Voyage Australia.
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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. 1634 Port Bsb
CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys, Years Assigned and expired, Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 L.M.C. 6.21
Shelter Dk. with Lloyd's
freeboard. R.M.C. 3.24
3.24 T.S.C. 2.22

(Periodical Surveys, when held, must be reported in detail and seriatim 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
Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 0 ins.

Was a damage report made by anyone else? If so, by whom? ✓
Yes. Not required

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, alterations and S.S. No. 1.
Vessel placed in dry dock, bottom and rudder cleaned, examined and re-coated.

Vessel stated to have sustained damage (1) through striking quay wall at Canada Dock entrance on March 29th 1924 (2) through striking quay wall at Birkenhead Docks on 12th January 1925.

How done
Damage No. 1. Topside plating in way of No. 2 Hold faired in place as necessary.
Damage No. 2. H 4 shell plates indented between frames, defective rivets in frames renewed, plate faired in place as necessary, and caulking P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								<u>Topside plating faired in place as required.</u>
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	<u>Good</u>	Yes	<u>Yes</u>	Yes	<u>Yes</u>	(State if on Felt.)	Year
Caulking of Decks	"	Yes	<u>Yes</u>	Can be used	<u>Can be used</u>	When put on, Month	
Coamings	"	Bulkheads	<u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>Good</u>	Boats	<u>Good</u>
Beams & Fastenings	"	Ceiling	"	Scuppers	<u>Good</u>	Masts, Yards, &c.	"
Outside Plating	"	Cement or Asphalt (State which.)	<u>pt. Cem.</u>	Cargo Hatchways	"	Condition, how ascertained	<u>By examination</u>
Breasthooks	"	Rudder	<u>Good</u>	Hatches	"	(State if wedges removed)	<u>No</u>
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	"	Sails	<u>✓</u>
Frames	"	Windlass	"	Caulking	ditto	Equipment letter	<u>df</u>
Reverse Frames	"	Ha Pump now been examined and found efficient?	<u>Yes</u>	Treenails	ditto	Anchors, No. of	<u>3 B 15</u>
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	<u>✓</u>	Breasthooks & Stimson	ditto	Cables (State if now ranged)	<u>No</u>
Transverses	"	Have Watertight Doors now been examined and found efficient?	<u>Yes</u>	Transoms, Pointers, & Crutches	ditto	" length	<u>stated complete</u>
Floors	<u>Good</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Timbers of Frame at openings	ditto	" Rule length	<u>✓</u>
Keelsons	"			Ditto ditto at other places	ditto	" size	<u>✓</u>
Stringers	"			Stringers, Clamps & Shelves	ditto	Hawser & Warps	<u>sufficient</u>
Inner Bottom Plating	<u>When offered</u>			Salting (State if examined.)	ditto	Standing & Running Rigging	<u>Good</u>

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 ptND15, &c."

This vessel is in good condition worthy in my opinion to remain as classed with fresh record of survey 4.25 and notation S.S. Liv. Pol-25. Fitted for oil fuel 4.24 F.P. above 150°F. Notations regarding deep tank and deep fresh water tank aft in R.B.

Survey Fee (per Section 39) £ 17 : 0 : 0 Fees applied for, 20 APR 1925
Special Damage or Repair Fee (if any) (per Sec. 39) £ 10 : 10 : 0
Travelling Expenses (if chargeable) £ ✓
Second Surveyor's Fee (if any) £ ✓
Received by me, A.W. Jackson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned 100 A1: H. 25
Note deep tank.
+ F.W. tank.
Shelter dk with
S.S. Liv 11° 0.25
Fitted for oil fuel F.P. above 150°F.
+ to No. C H. 25
LIVERPOOL 21 APR 1925
CERTIFICATE WRITTEN in duplicate 10/6/25
Lloyd's Register Foundation
W53-0144(12)

Has a Survey been held on the Machinery of the Ship? If so, is the Report sent here, or when will it be sent?

Is Certificate required? If so, to be sent to

S. S. "MIDDLESEX"

made good as required.

S. S. Middlesex Vessel placed in drydock, bottom and rudder cleared, examined and re-coated. Holds and tween decks, peaks and peak spaces, and engine and boiler spaces examined. (For bunkers see below). Limbers, port insulation and inspection covers in insulated holds lifted for examination of tank top, bulkheads and bilges. Engine and boiler room tanks, and F.W. Tanks fore side of A.P. bulkhead examined internally, and all double bottom tanks, peak tanks, F.W. Tanks above tunnel recess fore side of A.P. bulkhead, and converted oil fuel bunkers (see below) tested as required with satisfactory results. Decks, hatchways, hatches, battening down arrangements and anchors examined. Mast, spars, and rigging, steering gear, windlass, general equipment and air and sounding pipes examined. Pump to F.P. Tank top, W.T. doors (3 in 2m) and ventilators examined and found in good working order. Freeboard verified.

Alterations. The cross bunker which has been used for carrying coal, but which was originally constructed for the carriage of oil fuel F.P. above 150°F, has now been modified as necessary by means of riveted patches over cooling doors and stools, and the requirements of Section 35 of the Rules, where applicable, complied with (see approved plans herewith.)

The original turbine seating replaced by one of special construction (see approved plans herewith) comprising a diamond shaped primary girder, with rectangular secondary girder supported at the centre of the sides of primary girder, the turbine casing being bolted to the floating secondary girder. Holes in tank top used for original turbine seating and not required for new seating riveted up as necessary.

On account of six-ply riveting through primary girder ends to tank top, 1 1/2" diameter fitted bolts used in lieu of rivets.

Wear and Tear Repairs. A number of defective manhole covers renewed as necessary on account of leakage under test.

A. W. Jackson.



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WS30/44(2/2)