

22 APR 1925

No. 88353

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 April 1925

Date, First Survey 15/4/1925

(No. of Visits)

Last Survey 1st April 1925

No. in Reg. Book.

Survey held at

Liverpool

77357 on the

Wood, Iron or Steel

No. "MIDDLESEX"

TONNAGE:-

Built at

Newcastle

By whom

Swan, Hunter & Wigham

YEAR.

MONTH.

1920

9

GROSS

8569

Owners

Federal Ste. Nav. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DE.

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=Cell DBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

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

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		LHC 6.21
Shelter Dk. with freeboard.		Lloyd's R.M.C. 3.24
3.24		T.S.C.L. 2.22

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.

Yes. Not required

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

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:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

Topside plating faired in place as required.

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels.	(State if on felt.)
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	Good	When put on, Month	Year
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	Oil fuel	Boats	Good
Beams & Fastenings	"	Ceiling	"	Souppers	Good	Masts, Yards, &c.	"
Outside Plating	"	Cement or Asphalt (State which.)	Pl. Cem.	Cargo Hatchways	"	Condition, how ascertained	By examination
Breasthooks	"	Rudder	Good	Hatches	"	(State if wedges removed)	No
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	"	Sails	✓
Frames	"	Windlass	"	Caulking	ditto	Equipment letter	df
Reverse Frames	"	Have Pump now been examined and found efficient?	Yes	Treenails	ditto	Anchors, No. of	3 B 15
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stimson	ditto	Cables (State if now ranged)	20
Transverses	"	Have Watertight Doors now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	ditto	" length	stated complete
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" Rule length	✓
Keelsons	"			Ditto ditto at other places	ditto	" size	✓
Stringers	"			Stringers, Clamps & Shelves	ditto	Hawser & Warps	sufficient
Inner Bottom Plating	When exposed			Salting (State if examined.)	ditto	Standing & Running Rigging	Good

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 ptnd 15, &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.P. Liv. No. 1-25. 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 29)	£ 17 : 0 : 0	Fees applied for,	20 APR 1925
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 10 : 10 : 0	Received by me,	15/4/25
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

Note deep tank.

+ F.W. tank.

100 A1: 4.25

Shelter dk with flh

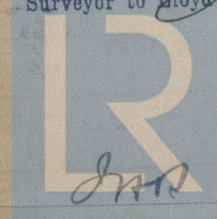
S.S. Liv 11. 1.25

Fitted for oil fuel F.P. above 150°F.

+ to M.C. 4.25

CERTIFICATE WRITTEN in duplicate 10/6/25

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W53-0144(12)

S. S. "MIDDLESEX"

made good as required.

S. S. No. 644 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 tankers 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. Masts, 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 coating 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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Lloyd's Register
Foundation

WS30/44/212