

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st Feb'y 1913 When handed in at Local Office 24th Feb'y 1913 Port of West Hartlepool

No. in Survey held at West Hartlepool Date, First Survey 20th Jan'y 13 Last Survey 24th Feb'y 1913
Reg. Book. 63 in S.S. on the Wood, Iron or Steel S.S. "BOETON" Master M. C. BRAAT.

TONNAGE:- Built at West Hartlepool By whom W. Gray & Co. Lt. When 1913
GROSS 6245 Owners Nederland Stoomvaart Maatschappij Port belonging to Amsterdam
UNDER DECK 5983
NET 14016 Owners' Address

Surveyed Afloat and in Dry Dock? Yes Name of Dock Central Destined Voyage Amsterdam
WB=CellDBorDBa feet; uE&B feet; f feet; f feet; f
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. Port
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. 100 A.1. (Class Contemplated)
Machinery and Boiler Surveys (including date of N.B., if any).

Periodical Surveys, when held, must be reported in detail and serially 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. S. 18-1-13

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 why they were declined? Yes (Report forwarded to London 25.1.13). Was a damage report made by anyone else? If so, by whom? W. J. C. Clarke.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by stranding off Hartlepool while on "Trial-Trip" on the 16th of January 1913.

Vessel placed in Dry Dock, Bottom & Rudder cleaned, examined and (after repairs) recoated (see above mentioned Damage Report); Tanks & Peaks examined internally.

Repairs due to Damage how done:-
SHELL:- (Keel called "A" and plates numbered from forward) -
41 shell plates renewed; 60 removed, faired and refitted;
18 faired in place, viz -
Renewed - Keel nos. 1, 2, 12, 15, 16 & 17; Port Side - "B" 1, 3, 13, 15, 18 & 19; "C" 10, 14 & 15;

SUMMARY OF DAMAGE REPAIRS:-

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:-
Renewed 41 115 - 67 - - - -
Removed and Faired or Repaired 60 121 - 80 3 2 6 79 326 1 0
Faired or Repaired in place 13 76 - 43 23 3 12 23 - 3 3

PRESENT CONDITION OF THE

Stringers good Inner Bottom Plating good State if Tanks have been examined inside Yes State if Tanks now tested. Bulkheads good Ceiling good Cement or Asphalt (State which.) Rudder good 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

Dbing. Plates under Sounding Pipes good Engine Room Skylights Coal Bunkers, Open'gs, Lids, &c. Scuppers Cargo Hatchways Hatches Planing of Wood Vessels Caulking ditto Treennails Breasthooks & Stemsom ditto Transoms, Pointers, & Crutches ditto Timbers of Frame at openings ditto Ditto ditto at other places ditto Stringers, Clamps & Shells ditto Salting (State if examined.)

Copper, or Y.M. of Wood Vessels. (State if on Fell.) When put on, Month Year Boats Masts, Yards, &c. Condition, how ascertained From deck (State if wedges removed) Sails Equipment letter Anchors, No. of 3 B. 15. 11. Cables (State if now ranged) length Rule length Hawser & Warps Standing & 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, 1,11," or "to remain as classed and to have record of survey, 1,11, and the notations of ss No. 1-11 and ptND11, &c."

This vessel being now, in our opinion, in as good and efficient a condition as before the damage was sustained, the case is submitted for the information of the Committee.

Survey Fee (per Section ss) £ 15 : 15 : 0 Fees applied for, 25/2/13
Special Damage or Repair Fee (if any) (per Sec. 98) £ - : - : - Received by me, 25/2/13
Travelling Expenses (if chargeable) £ - : - : -
Second Surveyor's Fee (if any) £ - : - : -

Surveyor to Lloyd's Register of British & Foreign Shipping
TUE FEB 25 1913
Committee's Minute
Character Assigned

David M. Anslan.
William M. Ward

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S. S. "BOETON".

Shells (continued) :- Port Side - "D" 10, 14, 15 & 16; "E" 8, 10, 11, 12 & 13; "F" 1, 9 & 10.

Starboard Side :- "B" 2, 15, 16 & 18; "C" 5, 13, 14, 15, 16 & 17; "D" 12 & 16; "E" 10 & 11.

Removed, faired and refitted - Keel nos. 3, 8, 9, 10, 11, 13 & 14;

Port Side - "B" 2, 4, 9, 10, 11, 12, 14, 16 & 17; "C" 3, 4, 5, 9, 11, 12, 13, 16, 17 & 18; "D" 6, 7, 8, 9, 11, 12 & 13; "E" 4, 6, 7 & 9; "F" 11, 12 & 13.

Starboard Side :- "B" 1, 4, 5, 10, 11, 12, 13, 14, 14 & 19; "C" 6, 9, 10 & 11; "D" 11, 13, 14 & 15; "E" 9 & 12.

Faired in place :- Port Side - "B" 5, 6, 7 & 8; "C" 19; "E" 14; "F" 14.

Starboard Side :- "B" 3, 7 & 9; "C" 12; "D" 5 & 6.

Rudder & Stern Frame :- Rudder lifted, Stern Frame & Rudder lined up & found fair, Judgous & Finthes examined & Rudder replaced in position; steering gear tried.

Stems :- Lower part of Stern Bar faired in place.

Bilge Keel :- (Port Side) 6 lengths of "T" Bar removed, faired and refitted; 3 lengths of Bulb plates renewed.

Frames :- 115 Frames renewed, 121 removed, faired and refitted and 76 faired in place, viz :-

Renewed :- No. 1 Tank 16 (5 port & 11 starboard); No. 2 Tank - 18,

(3 port and 15 starboard); No. 3 Tank - 15, (6 port & 9 starboard);

No. 4 Tank - 11 (8 port & 3 starboard); No. 5 Tank - 35, (19 port

& 16 starboard); No. 6 Tank - 20 (8 port & 12 starboard).

Removed, faired & refitted :- 1 on Port side in Fore Peak;

No. 1 Tank - 24 (13 port & 11 starboard); No. 2 Tank - 19 (8 port

& 11 starboard); No. 3 Tank - 11 (3 port & 8 starboard); No. 4 Tank -

8 (3 port & 5 starboard); No. 5 Tank - 35 (19 port & 16 starboard);

No. 6 Tank - 20 (8 port & 12 starboard).

Faired in place :- Fore Peak - 8 (4 port & 4 starboard); No. 1 Tank -

8 (4 port & 4 starboard); No. 2 Tank - 16 (12 port & 4 starboard);

No. 3 Tank - 10 (9 port & 1 starboard); No. 4 Tank - 7 (8 port &

5 starboard); No. 5 Tank - 10 (6 port & 5 starboard); No. 6 Tank -

13 (7 port & 6 starboard); After well 2 (port); After Peak 2 (port)

Floors :- 64 Floors renewed; 80 removed, faired & refitted; 43

faired in place, viz :-

Renewed :- No. 1 Tank - 16 (5 port & 11 starboard); No. 2 Tank -

5 (1 port & 4 starboard); No. 3 Tank - 10 (3 port & 7 starboard);

No. 4 Tank - 11 (8 port & 3 starboard); No. 5 Tank - 15 (8 port & 7 starboard);

No. 6 Tank - 8 (4 port & 4 starboard); After well - 2 (port).

Removed, faired and refitted :- Fore Peak - 1 (port); No. 1 Tank -

25 (12 port, 13 starboard); No. 2 Tank - 13 (4 port & 9 starboard);

No. 3 Tank - 11 (2 port & 2 starboard); No. 4 Tank - 7 (3 port & 4 starboard);

No. 5 Tank - 14 (7 port & 7 starboard); No. 6 Tank - 16 (8 port & 8 starboard);

Faired in place - No. 1 Tank - 8 (4 port & 4 starboard);

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Floors (Continued) - No. 2 Tank - 11 (8 port & 3 starb.);
No. 3 Tank - 8 (port); No. 4 Tank - 8 (2 port & 6 starb.);
No. 5 Tank - 4 (starb.); No. 6 Tank - 2 (1 port & 1 starb.);
After Peak - 2 (port).

Brackets on intermediate frames:- 41 renewed, 19 removed, fairer and refitted, and 23 fairer in place viz:-

Renewed:- No. 2 Tank - 6 (2 port & 4 starb.); No. 3 Tank - 6 (port); No. 5 Tank - 20 (1 port & 13 starb.); No. 6 Tank - 9 (1 port & 2 starb.).

Removed, fairer and refitted:- No. 1 Tank - 4 (2 port & 2 starb.); No. 2 Tank - 43 (19 port & 24 starb.); No. 3 Tank - 12 (2 port & 10 starb.); No. 5 Tank - 16 (3 port & 13 starb.); No. 6 Tank - 4 (2 port & 2 starb.).

Fairer in place:- No. 3 Tank - 6 (2 port & 2 starb.);

No. 5 Tank - 14 (2 port & 12 starb.); No. 6 Tank - 3 (1 port & 2 starb.).

Centre Longitudinal (with bottom angles on same):- 2 plates renewed; 1 cropped & partly renewed; 2 removed, fairer & refitted; 2 fairer in place.

Tank margin plates (with shell angle, all on port side):- 2 plates renewed; 1 removed, fairer & refitted, and 3 fairer in place.

Intercostals (with vertical & bottom angles on same):- 6 Intercostals renewed and 326 removed, fairer and refitted.

Stringers - (shelter deck, port side) - 2 plates removed, fairer & refitted, 3 fairer in place.

Deck Plating - (shelter deck) 6 plates removed, fairer and refitted and 12 fairer in place.

Beams:- (shelter deck) 3 Beams removed, fairer & refitted, 3 fairer in place; 28 Half-Beams (14 port & 14 starb.) fairer in place.

Boiler Casing:- Casing & Coaming plates & angles cut adrift where necessary, fairer in place & rivetted.

Steering Gear:- Overhauled & made good. Rudder tries from Hard over to Hard over found satisfactory.

All the riveting & caulking throughout the vessel overhauled and made good.

All close ceiling & Linber Boards lifted, Tanks (including after peak & Deep Tank) tested under required pressure, all broken & disturbed Cement made good & Ceiling & Linber boards relaid in good condition.

Sundry minor repairs done. All new & repaired work coated. 1 steel galvanizes wire (125 fms 3") & 2 manilas (90x8") stated to have been broken due to the damage, have been renewed.