

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 20 DEC 1933 When handed in at Local Office 19 Port of DUBLIN

No. in Reg. Book. Survey held at DUBLIN. Date, First Survey 19 DEC. Last Survey 21 DEC. 1933. (No. of Visits 3)

30005 on the Wood, Iron or Steel S. S. LORD ANTRIM

TONNAGE:— Built at BELFAST By whom WORMHAN CLARK &amp; Co. LD. When 1902 4

GROSS 4333 Owners ULSTER S. S. Co. LD. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK 4099 Managers G HEYN &amp; Sons LD. Port belonging to BELFAST.

NET 2754

Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage

WB=CellDBorDBa feet; uE&amp;B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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. 11145 Port BEL

(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 Interim Certificate Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

issued copy attached. Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been caused by ice in the River St. Lawrence, on 29th 30th November and 1st December, 1933, whilst on a voyage from Montreal to Belfast and Dublin.

Now done:— Vessel examined afloat. Draft forward 16'6" aft 17'6"

Found.

Port side. Numbers counted from forward.

3rd strike below sheer

Nos. 3 & 4 plates indented between frames.

4th strike below sheer.

No 1 plate indented, one broken rivet. Nos 2 & 3 plates indented between frames.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (state if on Felt). When put on, Month Year.
Decks	State if Tanks now tested	Engine Room Skylights	Boats
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Coamings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Outside Plating	Rudder	Hatches	Equipment letter
Breasthooks	Steering gear and its connections	Blanking of Wood Vessels	Anchors, No. of
Transoms	Windlass	Caulking	Cables (State if now ranged)
Frames	Have Pumps now been examined and found efficient?	Treenails	length size (on board)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	Rule length size
Longitudinals	Have Water-tight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	Hawser & Warps
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Standing and Running Rigging
Floors		Ditto Ditto at other places	
Keelsons		Stringers, Clamps & Shells	
Stringers		Salting (State if examined.)	
Inner Bottom Plating			

## General Observations, Opinion as to Class, Recommendation, &amp;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 pIND24, &c."

This vessel so far as now seen is eligible in my opinion to remain as now classed in the Register Book, subject to being placed in dry dock for further examination and permanent repairs being effected at the first convenient opportunity. Temporary repaired deck plate P.S. of lumber to be dealt with at owners' convenience.

Survey Fee (per Section 20) £ : : Fees applied for, 24 DEC. 1933. R. B. Gruer.

Special Damage or Repair Fee (if any) £ : : Received by me, 28 DEC. 1933.

Travelling Expenses (if chargeable) £ : :

Second Surveyor's Fee (if any) £ : :

Committee's Minute TUE. 2 JAN 1934

Character Assigned As now Subject

TUE. 3 JUL 1934

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W554-0178 1/2



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

S.S. "LORD ANTRIM". (CONTINUED)

5th stroke below sheer

nos 1, 2, 3, 4 plates, indented between frames.  
act

act

5% stroke below sheer. No 2 plate from stern frame cracked  
Stand. side.

3rd stroke below sheer

Pos. 1. 2. 3 plates, indented between frames.

2 Fore Peak, 2 No stringer shell lug frames Nos 2 & 3. 8 No rivets slack.

4<sup>th</sup> strike below sheer

No 1 plate indented, frame No 1, rivet out

No 2 " " and cracked, previously welded

5<sup>th</sup> and 6<sup>a</sup> strake below sheer

nos 1 & 2 plates indented

Temporary Repairs completed

Stand. side.

4th strike below sheer

No 2 plate, welding chipped flush, and doubling plate  
5'-1" x 2' x  $\frac{1}{2}$ " riveted over same.

No 1 Frame above Fox Peak tank top riveted

Fore Peak, 2 No stringer shell lugs, frames No 2 & 3 rivetted  
to & held. 2 No rivets reversed, shell; 3 No rivets reversed in  
stringer shell lug.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

ANCHORS.

Number of Certificates.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* When a bower anchor is applied to

If given state name of Patentee.

If broken, state Mechanical Tests

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

Port side.

No 1 and 2 frames above Fore Peak tank top riveted

No 2 hold. 2 shell rivets renewed

5th strake below sheek, No 2 plate from stem frame, doubling 4'-9" x 1'-6" x  $\frac{1}{2}$  riveted over crack.

2 stem rivets renewed

Seams and laps in way of indented plates caulked.

9a.

of DUBLIN

Continuation of Report No. 5111 dated 21st Dec. 1933, on the

S. S. "LORD ANTRIM"

The Owners representative stated that the vessel was required for a voyage or two to St. Johns New Brunswick and arrangements would be made at an early date to carry out permanent repairs.

The Temporary repairs now carried out have been completed to my satisfaction.

Special Reasons List.

Nothing done at this time.

R. B. Lyner.