

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 When handed in at Local Office 14<sup>th</sup> Jan. 1932 Port of Belfast  
 No. in Reg. Book. Survey held at Belfast Date, First Survey 15<sup>th</sup> July 1931 Last Survey 14<sup>th</sup> Jan. 1932  
 (No. of Visits 33)

15600 on the ~~Wood, Iron or Steel~~ Qued. &c. "BERMUDA"

TONNAGE:— Built at Belfast By whom Workmen black & Co. Ltd. When 1927 - 12  
 GROSS 19086 Owners Bermuda West Indies S. S. Co. Ltd. Owners' Address  
 UNDER DECK 12037 Managers Port belonging to Hamilton, Bermuda  
 NET 11201

Surveyed Afloat or in Dry Dock? Yes Name of Dock Thompson dry dock Destined Voyage  
 WB=Cell DBor DBa 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. 32942 Port N. Yk. May '31

(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 No - underwriters

Surveyors already called in. Was a damage report made by anyone else? If so, by whom? Yes - underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage + Part S. S. No. 1. (see also New York Report 32942)

Note: In this ship and in this report, A deck, the upper bridge deck, is the uppermost strength deck amidships. On the approved plans this is lettered B deck. The ship's lettering has been retained here throughout, B, C, D etc decks following below A.

This vessel arrived in Belfast on July 14 1931 and was examined in dry dock + afloat for damage stated to be due to and subsequent upon fire occurring on June 17<sup>th</sup> 1931 while afloat and later grounded at Hamilton Bermuda.

It was found that the damage consisted of  
 (a) The main fire damage affecting the upper bridge space and above.  
 (b) Subsidiary fire damage (1) In No 3 insulated hold below F deck and (2) Above No. 3 hatchway between D + E decks.

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

## 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 ptND24, &c."

Forwarded for the information of the Committee

Survey Fee (per Section 20)	£ 210	Fees applied for, 20.1.1932
Inclusive Fee		
Special Damage or Repair Fee (if any)	2	Received by me, 26/5/1932
(per Sec. 20)		
Travelling Expenses (if chargeable)	2	
Second Surveyor's Fee (if any)	2	

Committee's Minute FRI. 22 JAN 1932  
 Character Assigned See minute on Casualty report 8208

Surveyor to Lloyd's Register of Shipping.



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W606-0039 1/2



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(c) Damage to insulation due to fire water in No 3 hold & lower deck and due to water in No 2 lower dks between E + F decks.

(d) Grounding damage, external damage due to listing against wharf.

With regard to the above the following was carried out

(12) Renewed - the whole of the superstructures above A deck, <sup>including beam pillars & girders</sup> practically the whole of A deck, 109 deck plates on B deck and large proportion of the framing above B deck level. Sheer strakes on A deck renewed fore and starboard, 12 plates each side.

Lo) Renewed - F dk. 7 deck plates, 20 beam knees to F dk. beams, 3 shell plates and one under deck girders under F dk. (port).

(c) No. 3 hdd & T wren decks - All insulation removed, fittings removed overhauled & renewed replaced.

No 2 'tween dks. Insulation part renewed.

(d) Shell plates 3 renewed, 4 (1 keel) removed fitted replaced, 8 (1 keel) fitted in place  
8 floors repaired also to wing bulkhead, and frames to same.

In addition to the above damage surveys and repairs Special Survey No. 1 was practically completed at this time, together with certain alterations to the superstructures and arrangements of the ship. Considerable progress had been made with the above, the steel work being completed, when, four weeks before the estimated date of completion, on the night of 19<sup>th</sup>/20<sup>th</sup> November, the vessel took fire as she lay afloat at Messrs. Workman Clark's N. Yard dolphins and was subsequently flooded and sunk in about 23 feet of water to confine the damage - this immersing the vessel to between E & F decks amidships. As the ship proved so extensively damaged, notice of abandonment was given by the

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

ANCHORS.

Number of Certificate.	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 supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

known to the Underwriters. The question of her not being repaired - at any rate in her original form - arose, the matter was dealt with directly between the Owners & Underwriters and in view of the slope of the runways and the probable ultimate conclusion a general examination only has been made afloat and later in dry dock.

It was found that sagging had taken place of approximately 10%. Some midships keel plates were set in slightly, apparently due to the pressure of the docking blocks. It was concluded that a greater sag existed afloat and this was attested by the Gunner's representations to be 15" + 14 1/2" before and after docking respectively. Straining appeared

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to have occurred at the keel seams and butts but the remainder of the flat of the bottom was covered thickly with mud. The sternpost scaph appeared blue streaked.

Shell. The shell plating above and including K strike each side (that is seven strikes amidships) found more or less buckled and bent from slightly forward of the bridge front to the after end of the vessel. From the after perpendicular round the cruiser after the damage was confined to three strikes. The line of damage does not lie exactly on K strike but extends below it in places to H strike.

Decks. From approximately the front of the bridge forward to the extreme after end of the vessel the whole of the decks and the structure between them are extensively damaged. Exceptions noted are the following:—F deck aft, in way of deep tanks forward of insulated spaces, to the machinery space; F deck forward in way of swimming bath could not be examined but forward of this appears in order; shaft tunnel flat appears in order.

Framing. In view of above damage, that is abft slightly forward of the bridge front, all the framing down to E deck is damaged so as to require removal, which according to arrangement of framing would extend to F deck a shaft tunnel.

Superstructures. The whole of the superstructures, above A deck amidships, is damaged so as to necessitate removal.

L. R. Edger

Jas H Kennie