

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....19.....When handed in at Local Office 16/4 1923 Port of Hull
No. in Survey held at Hull Date, First Survey 4 Last Survey 9-4 1923
Reg. Book. 68839 on the Wood, Iron or Steel Lion Se NOWSHERA Master Workman Clark & Co. L^d
(No. of Visits)

TONNAGE:—
GROSS 4920
UNDER DECK 5484
NET 4845

Built at Belfast By whom Workman Clark & Co. L^d When 1919
Owners British India Steam Nav. Co. L^d Port belonging to Glasgow
Owners' Address

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

W.R. = Cell D Bor DBa feet; uE&B feet; f feet; f feet; f
Capacity tons. FPT tons; APT tons; MT feet tons.

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 now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| | | |
| | | |
| | | |
| | | |

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
tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing,
s, and of the inner bottom plating, especially in the boiler space.

at Report, No. Port

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs
count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes;
resides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
ement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on
ack of this form. State also the dates and initials of any letters respecting this case. M. 7/4/23

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

age 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
ned? also whether any damage report was made, and, if so, by whom?

RS, OR EXAMINATION AS PER RULE, FOR Classification See Secretary's letter M. 4th April 1923.

Vessel examined afloat.

All bunker spaces cleared. All ceiling removed from tank top and bilges.
and steel work exposed (including plating in way of ash shoot and bunkers
found in good condition.

The following scantlings were taken as accurately as possible without
drilling the plating and bulk angles.

arrangement of bunkers. The bunkers are arranged alongside the E&B. Casings
upper and lower tween decks with a cross bunker 6 ft in length below lowest deck
between Engine Room and Boiler Room and a similar cross bunker forward
Boiler room bulkhead. Communicating tunnels are arranged between E & R

| Y OF DAMAGE REPAIRS:— | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|------------------------------|---------|---------|------------|---------|--------|--------------|-------------|---------------|
| newed | | | | | | | | |
| moved and Faired or Repaired | | | | | | | | |
| ired or Repaired in place | | | | | | | | |

| CONDITION OF THE | Stringers | Dblg. Plates under Sounding Pipes | Copper, or Y.M. of Wood Vessels |
|------------------|---|-------------------------------------|---------------------------------|
| of Decks | Inner Bottom Plating | Engine Room Skylights | (state if on Felt.) |
| | State if Tanks have been examined inside | Coal Bunkers, Open'gs, Lids, &c. | When put on, Month Year |
| | State if Tanks now tested | Scuppers | Boats |
| Fastenings | Bulkheads | Cargo Hatchways | Masts, Yards, &c. |
| lating | Ceiling | Hatches | Condition, how ascertained |
| of ditto | Cement or Asphalt | Planking of Wood Vessels | (state if wedges removed) |
| ks & Crutches | Rudder | Caulking | Sails |
| | Steering gear and connections | Treenails | Equipment letter |
| rames | Windlass | Breasthooks & Stemson | Anchors, No. of |
| | Have Pumps now been examined and found effi- | Transoms, Poppers, & Crutches ditto | Cables (state if now ranged) |
| | cient? | Timbers of Frame at openings | length size |
| | Have Sluice Valves now been examined and found | Ditto ditto at other places ditto | Rule length size |
| | efficient? | Stringers, Clamps & Shelves | (per Table 22) |
| | Have Watertight Doors now been examined and found | Salting | Hawser & Warps. |
| | efficient? | (state if examined.) | Standing & Running Rigging |

eral 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
is 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
vey, 1,07,” or “to remain as classed and to have record of survey, 1,07, and the notations of ss No. 1-07 and ptND07, &c.”

I beg to forward the above information for the use of the Committee

(per Section 28)£ 25 : 0 :
Damage or Repair Fee (if any)£ : :
Expenses (if chargeable)£ : :
Surveyor's Fee (if any)£ : :
FRI. MAY. 11 1923

Fees applied for,
14/57 1923

Received by me,
19

W.M. Balfour

Surveyor to Lloyd's Register of British & Foreign Shipping.

nittee's Minute

Character Assigned

See Minute
on 18 April



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Lloyd's Register
Foundation

W65-0046112

Is Certificate required? If so, to be sent to

and B.R. and through forward cross bunker to hold space.

Forward cross bunker. Stake hold bulkhead. Stiffeners spaced about 31 inches apart. Cross ties between bulkheads on about every 4th stiffener 3 ties in depth of hold. Stiffeners $6 \times 3\frac{1}{2} \times \frac{1}{2}$ B. in hold 4" stiffeners in tween decks. Stiffeners with cross ties bracketted to tank top.

Plating $\frac{5}{16}$ Tunnel 6" B. a stiffener side plating $\frac{1}{2}$ "

W.T. Bulkhead on forward end of forward cross bunker.

Stiffeners on hold side. no scantlings taken.

Cross bunker between E.R. & B.R. Stiffeners 36" apart. 3 tiers of cross ties between bulkheads P. & S. 3 ties in depth of hold

Stiffeners B.R. $6\frac{1}{2} \times 3 \times \frac{1}{2}$ E.R. bulkhead $6 \times 3 \times \frac{1}{2}$ plating $\frac{3}{8}$ "

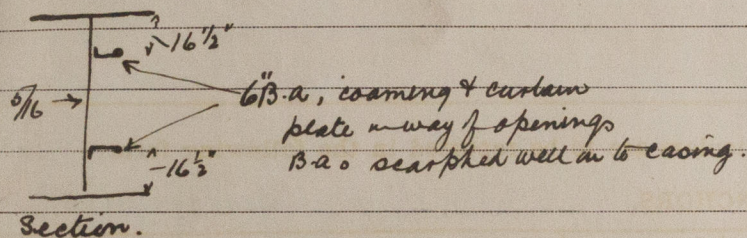
Lower tween deck bunker.

Sloping casing at boiler room Stiffeners spaced 36" apart bracketted to beams $5\frac{1}{2} \times 3 \times \frac{7}{16}$ plating $\frac{3}{8}$ B.

Sloping casing at E. Room stiffeners spaced 36" apart $5 \times 3 \times \frac{7}{16}$ plating $\frac{5}{16}$.

W.T. Bulkhead aft side end of bunker. Stiffeners on non-bunker side. plating $\frac{5}{16}$.

Upper tween deck bunker. Stiffeners on non-bunker side



Section.

Frames spacing 36"

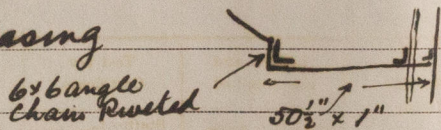
In cross bunker in hold * 9" B. a with $6 \times 3\frac{1}{2} \times \frac{1}{2}$ reverse bar.

Above lowest deck * $9 \times 3\frac{1}{2}$ B. a and $7 \times 3\frac{1}{2} \times \frac{7}{16}$ O. a on all frames

Half Beam at forward cross bunker under lowest deck $10 \times 3\frac{1}{2} \times \frac{1}{2}$ B. a

Beams under upper deck (first deck below weather deck) * $9 \times 3\frac{1}{2}$ B. a

Deck stringer plate at lowest deck in way of boiler casing



Deck stringer at lowest deck in way of Eng. Casing $\frac{1}{2}$ ". deck plating about $\frac{3}{8}$ "

Deck stringer at upper deck $\frac{1}{2}$ " f. deck plating $\frac{7}{16}$ f.

In upper tween decks 3" pillars fitted at irregular intervals from 3 to 4 beams apart.

Beams under Shelter deck $9 \times 3\frac{1}{2}$ B. a.

Cargo door fitted in upper tween deck bunker, strongly built and reinforced by two webs.

all plating: $\frac{3}{4}$ "

Note: On receipt of the Secretary's letter quoted above I called on board the same morning about 10.30 and found bunkering had just started. The bunkering was stopped and the men stood by while the survey was held as expeditiously as possible.

It was not possible to gauge thickness by caliper. Estimate thickness $\frac{3}{8}$ " to $\frac{1}{2}$ "