

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/6/29 When handed in at Local Office 25/6/29 19... Port of NEWCASTLE-ON-TYNE
No. in Survey held at South Shields Date, First Survey 9 May Last Survey 19 June 1929
Reg. Book. 84198 on the Wood, Iron or Steel Sc. St. "SILTONHALL" (No. of Visits 21)
TONNAGE: Built at Stockton By whom Roper & Sons Ltd When 1912-8
GROSS 6055 Owners West Hartlepool Steam Nav. Co Ltd Owners' Address
UNDER DE 5886 Managers Co Ltd (if not already recorded in Appendix to Register Book)
NET 4495 Port belonging to W. Hartlepool

Surveyed Afloat or in Dry Dock? Both Name of Dock Both Destined Voyage
WB=CellDBorDBa 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. 2280 Port St. J

(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.)

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
Yes. Not required. Was a damage report made by anyone else? If so, by whom?
Society's Freeboard (if assigned) as 8 ft. 7 ins. painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2nd No. 1. and for
Damage as per St. Johns Rpt No 2280. and stated to have been
sustained by encountering heavy weather on voyages between St Johns
NB & Naples from Jan. to May 1929. & from Cues not stated.
S.S. No 1:-

Vessel placed in dry dock, bottom & rudder cleaned examined and repaid. all holds, tween decks, fore & aft peaks, machinery space, upper & lower bunkers, cleaned & ceiling lifted as per rule & steel work examined. All double bottom & peak tanks tested and examined internally. All decks, casings, hatchways, ventilators & openings, hatches, windlasses, steering gear & connections, air & landing pipes.

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	<u>5</u>							as detailed

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>Yes</u>	<u>Good</u>	(State if on Fett)
Caulking of Decks <u>do</u>	<u>Yes</u>	<u>do</u>	When put on, Month
Coamings <u>do</u>	<u>Good</u>	<u>do</u>	Boats <u>Good</u>
Beams & Fastenings <u>do</u>	<u>do</u>	<u>do</u>	Masts, Tards, &c. <u>do</u>
Outside Plating <u>do</u>	<u>do</u>	<u>do</u>	Condition, how ascertained <u>from slope</u>
Breasthooks <u>do</u>	<u>do</u>	<u>do</u>	(State if wedges removed) <u>Yes</u>
Transoms <u>do</u>	<u>do</u>	<u>do</u>	Sails <u>✓</u>
Frames <u>do</u>	<u>do</u>	<u>do</u>	Equipment letter <u>Z.</u>
Reverse Frames <u>do</u>	<u>do</u>	<u>do</u>	Anchors, No. of <u>Complete</u>
Longitudinals <u>✓</u>	<u>do</u>	<u>do</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>✓</u>	<u>do</u>	<u>do</u>	„ length <u>270</u> size <u>2 1/2</u>
Floors <u>Good</u>	<u>do</u>	<u>do</u>	„ Rule length <u>270</u> size <u>2 1/2</u>
Keelsons <u>do</u>	<u>do</u>	<u>do</u>	Hawser & Warps <u>Good</u>
Stringers <u>do</u>	<u>do</u>	<u>do</u>	Standing and Running Rigging <u>do</u>
Inner Bottom Plating <u>do</u>	<u>do</u>	<u>do</u>	

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 24, &c.”

This vessel is in my opinion eligible to remain as now classed
and to have fresh record of Survey of 6-29 and notation of
S.S. Spl. No 1-29. subject to the Cargo bottom being put in
order.

Survey Fee (per Section 29) 20 : 0 : 0
Special Repair Fee (if any) 12 : 12 : 00
Travelling Expenses (if chargeable) 0
Second Surveyor's Fee (if any) 0

Fees applied for, 28 JUN 1929
Received by me, 27 July
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 JUL 1929

Character Assigned 100%

away all with fbd Condition without Spl
cargo battens not fitted
del 1 Aug 5B.
CERTIFICATE WRITTEN.

Lloyd's Register
Foundation
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W685-00183

S/S. SILTON HALL

Watertight doors, masts & rigging, anchors & general equipment examined. Cables roused. Chain locker examined, pumps tried, freeboard verified.

Survey Repairs:-

On fore deck 19 deck plates doubled. 8 Bunker hatches renewed complete & 12 beam in way part renewed. On bunker deck 2 stringer plates & 9 deck plates doubled & 6 beams part renewed. In fore peak 2 bulkhead brackets renewed. In Chain locker 9 stiffener brackets & 1 stiffener renewed & 2 stiffeners removed & replaced. In way of Cross bunker hatch 2 corner bars, 1 rest bar & 2 bracing plates renewed & on aft bulkhead 6 plates & 2 corner bars part renewed. No 1. Hold 19 port & 9 star tank side knees renewed. No 2 Hold 1 tank top plate doubled. No 3 Hold 4 tank top plates renewed & 1 doubled. No 4 Hold 1 tank top plate & 3 tunnel plates renewed. No 5 Hold 1 tank top plate renewed & 1 tunnel plate doubled. 2 doublings fitted to after peak tank top. Galley floor renewed. In Engine Room 1 tank side bracket stiffened up & 3 stringer intercostal plates renewed. In Engine Room Tank 10 floors Port & star half doubled in two sections. 1 doubling plate fixed to Engine Room top. In Bunkers 6 casing plates renewed & 14 part renewed, 2 corner bars, 17 stay brackets, 6 stays, 8 stiffeners renewed & 13 flange plate stiffeners replaced by angle stiffeners. Hatch webs, fore & aft, rest & coaming overhauled part renewed a quantity of ceiling renewed. Rigging & stowage connections overhauled & part renewed on considerable number of minor defects made good.

Damage Repairs:-

Port side D 24 doubled & stays fixed in place & washed overlaps on F 2 & 3. Port F. 17. 19. 6 & 5: Star 65 & No 3 in 2nd below sheer (from aft) all fayed in & over. On Coaming & coamings on Bridge deck - 8 casing plate & 2 coaming plates part renewed. & 4 doublings fitted. 4 corner bars, 4 stiffening bars & 2 door frames renewed. 2 rail bars & 2 bulwark plates renewed & 2 doubled. On fore deck 1 longitudinal deck fender bar renewed; & 5 deck plates

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doubled. In fore peak a great number of rivets in beam knees, connections &c renewed & 2 brackets fitted to stringer. In after peak 2 tunnel recess plates, 1 wash plate, 28 bulkhead brackets, 8 beam knees, 9 shell bars, 1 floor, 1 beam, 2 built angle stiffeners, 1 stringer knee, renewed and 8 bulk bars fitted to stiffeners. 1 floor doubled, 4 bulk bars to beams, & doublings to semi box beam, & a considerable number of rivets renewed; A number of minor damages including deck fittings, sidelights, bridge fittings &c & all outstanding items as per St Johns Rept No 2280 dealt with.

Note

The cargo battens were practically all missing but the Superintendent stated that sufficient timber had been placed on board for the Ships carpenter to replace these. There will be submitted for inspection when the work has been completed.

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