

REPORT of SURVEY for REPAIRS, &c.

of writing Report 12th May 27

When handed in at Local Office 13/5/27

Port of Newcastle-on-Tyne

in Book.

Survey held at Newcastle-on-Tyne Date, First Survey 22nd April Last Survey 7th May 1927

92.3 on the Wood, Iron or Steel Sec. K. HELMSMAN

TONNAGE:—

GROSS 2142

NET 105

Built at North Shields By whom Smith's Dock Co. Lim.

Owners G. Rowbotham & Sons

Managers

Owners' Address

(if not already recorded in Appendix to Register Book)

Port belonging to Newcastle

Surveyed Afloat or in Dry Dock? Yes

Name of Dock Cleland's Slip

Destined Voyage

V.B.=Cell DBor DBa

Total capacity

tons. FPT

tons; APT

tons; MT

feet

feet

feet

Particulars of Classification (which must be inserted precisely as in Register Book & 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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 12815 Port MDB

Periodical Surveys, when held, must be reported in detail and verbatim 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.

Can 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

Superintendent — not required

Was a damage report made by anyone else? Yes

Society's Freeboard (if assigned) as painted on Ship and now verified

105

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage by stranding near Cromer on the 12th and 13th Feb 1927 and S.S. No. 2.

Damage repairs:— Nos 7, 8, 9 and 10 keel plates and one shoe plate renewed; No 6 keel plate faired in place; (on port side) Nos 3, 4 and 8 plates in A strake removed faired & replaced, No 5 plate renewed and 4 plates faired in place; (on starboard side) No 7 plate in A strake renewed; 3 plates in A and 2 plates in B strake faired in place. 30 frames faired in place. Minor repairs carried out. The rudder lifted, 2 pintles renewed, the steering gear & connections overhauled. The cargo oil tanks removed & replaced. The vessel examined on slipway, bottom cleaned and scraped. A number of defective rivets renewed.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	7							
Removed and Faired or Repaired	3							
Faired or Repaired in place	10	30						

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Nil	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	(State if on feet)
Planking of Decks	Good	State if Tanks now tested	Yes peak, yes	Engine Room Skylights	Good	When put on, Month	Year
Stairways	Good	Eulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
Beams & Fastenings	Good	Ceiling	Good	Scuppers	Good	Masts, Yards &c.	Good
Widestide Plating	Good	Cement or Asphalte	Nil	Cargo Hatchways	Good	Condition, how ascertained	Examined
Widestide Plating	Good	(State which)	Nil	Hatches	Good	(State if wedges removed)	No
Transoms	Good	Rudder	Nil	Planking of Wood Vessels	Good	Sails	Good
Transoms	Good	Steering gear and its connections	Nil	Caulking	Good	Equipment letter	C
Transoms	Good	Windlass	Nil	Treemills	Good	Anchors, No. of	3
Transoms	Good	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stems	Good	Cables (State if now ranged)	Yes
Transoms	Good	Have Sluice Valves now been examined and found efficient?	Nil	Transoms, Pointers, & Crutches	Good	„ length	135 7/8 size 13-12
Transoms	Good	Have Watertight Doors now been examined and found efficient?	Nil	Timbers of Frame at openings	Good	„ Rule length	135 size 13/16
Transoms	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places	Good	Hawser & Warps	Good
Transoms	Good			Stringers, Clamps & Shells	Good	Standing and Running Rigging	Good
Transoms	Good			Salting	Good		

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 pND24, &c."

This vessel is eligible in my opinion to remain as classed and to have record of survey 5,27 and notation of S.S. No. 2-27.

Fee (per Section 29)	7 : 10 : 0
Special Damage or Repair Fee (if any)	5 : 5 : 0
Travelling Expenses (if chargeable)	
Second Surveyor's Fee (if any)	

Fees applied for, 24 MAY 1927

Received by me, 18/5/27

Committee's Minute FRI. 20 MAY 1927

Character Assigned

1000
Fitted with tanks in hold &c
S.S. No. 2-27
+ dmb. 5.27

CERTIFICATE WRITTEN

J. MacDonald

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W703-02351

S/S. "Helmman"

S.S. No. 2 :- The bottom and rudder examined in dry dock, cleaned and recoated. The steering gear & connections overhauled. The hold, peaks & bunkers cleared, the ceiling removed as per Rules, the oil cargo tanks removed to carry out damage repairs and afterwards replaced and tested, all ironwork scaled and recoated as necessary. The fore peak tested. The E and B spaces examined. The decks, hatchways and hatches now in good condition. The mast rigging, pumps, ventilators & general equipment now satisfactory. The windlass examined and the cables ranged.

Survey repairs :- (In bunkers) 3 saddle back plates & angles renewed; casing side plates & angles renewed, 2 doubling plates fitted; six $\frac{1}{2}$ beams & several knees & stringer brackets renewed; 1 stiffener and 2 side plates renewed and a back bar fitted on one $\frac{1}{2}$ beam. 3 doubling plates fitted on fidley top and 2 bunker hatch coaming plates renewed. One after deck plate partly doubled. frames in engine space partly renewed, a reverse frame fitted on one old frame. Back bars fitted on 2 beams in fore peak and one peak $\frac{1}{2}$ plate renewed. Minor repairs carried out.

J. MacDonald.

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