

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

NEWCASTLE-ON-TYNE

Date of writing Report 25 May 1929 When handed in at Local Office 25 May 1929. Port of

No. in  
Reg. Book.

Survey held at Wallsend-on-Tyne Date, First Survey 31 April Last Survey 17 May 1929

on the Wood, Iron or Steel *Y.S.* "PORT DENISON" (No. of Visits 19)

TONNAGE:-

GROSS 8191

NET 5162

Built at Belfast

By whom Workmen Black &amp; Co Ltd When 1918 5

Owners Commonwealth Dominion Line Owners' Address

Managers

Port belonging to London

Surveyed ~~float~~ in Dry Dock? *yes* Name of Dock Swan Hunters' Destined VoyageWB=Cell DBorDBa feet, u&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. 13436 Port Mdd

(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

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

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part Special Survey N°3 and Structural alterations due to fitting Bauer-Wach turbines

how Done Part Special Survey N°3.

Vessel placed in dry dock; bottom and rudder cleaned, examined and recoated. Fore Peak, N°1, 2 and 3 Holds and corresponding tween decks cleared. All ceiling removed from tank top bridges in N°3 Hold and a lumber hatch left in N°1 and 2 holds, sufficient insulation being removed in these holds & corresponding lower tween decks to admit of the general condition of the framing & plating being ascertained. The steelwork in these spaces examined.

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

Decks	State if Tanks have been examined inside	Dblig. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Feet)
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, month Year
Beams & Fastenings	Ceiling	Scuppers	Boats
Outside Plating	Concrete Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	Rudder	Hatches	Condition, how ascertained
Transoms	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Frames	Windlass	Caulking ditto	Sails
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	„ length 300 ft size 2 1/4
Keelsons		Ditto ditto at other places ditto	„ Rule length 300 ft size 2 1/4
Stringers		Stringers, Clamps & Shelves ditto	Hawser & Warps
Inner Bottom Plating		Sanding (State if examined.) ditto	Standing and Running Rigging

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 ptND24, &c.”

This vessel is eligible in our opinion to remain as now classed in the Register Book with fresh record of Survey 5,29, and to have notation of S.S. N°3 with date when the Survey is completed

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £ 26

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for,

29 MAY 1929

Received by me,

12.6.1929

John M. Murray, Thomas S. Shute

Surveyor to Lloyd's Register of Shipping.

FRI. 7 JUN 1929

TUE. 27 MAY 1930

FRI. 14 NOV 1930

TUE. 28 APR 1931

Lloyd's Register Foundation

W73-0092 (102)



30 MAY 1929

"PORT DENISON"

N<sup>o</sup> 1, 2 & 3 (in way of N<sup>o</sup> 3 hold only) double bottom tanks tested under water pressure to Rule requirements. N<sup>o</sup> 5 double bottom tank examined internally.  
 cables ranged, chain locker examined cables replaced.  
 Waterlight doors on thrust recess bulkhead examined

Wear & Tear Repairs.

Several minor repairs effected.

To complete S.S. N<sup>o</sup> 3.

The whole of the Rule requirements, with the exception of the items mentioned, to be carried out.

No information could be obtained as to when this will be done.

Structural Alterations

Thrust recess side bldgs and top removed in way of Nos 65-72, and rebuilt to arrangements and scantlings of plan. Tank top lowered and heavy plating fitted under the turbines, all as per plan. On completion of alterations double bottom tank in way of the alteration was tested as required by Rules, and the bulkhead was hose tested (Plan will be forwarded as soon as possible).

J. M. M. JBS.