

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22. Oct. 15 When handed in at Local Office 23. Oct. 15 Port of West Hartlepool
 No. in Survey held at West Hartlepool Date, First Survey 20. July 15 Last Survey 16. Oct. 1915
 Reg. Book. 1798 on the Wood, Iron or Steel Sc. Fr. "SPIRAL" (No. of Visits 5) Master C. J. Petersen 00-15

TONNAGE:— Built at Christiania By whom Nylands Vaerksted When 1906
 GROSS 1341.53 Owners Minnie Steamship Co. Ltd. Port belonging to West Hartlepool
 UNDER DECK 1191.36 Owners' Address (E. A. Casper, Edgar, & Co. Mgrs.)
 NET 810.42 (if not already recorded in Appendix to Register Book)

Surveyed Afloat & in Dry Dock? Yes Name of Dock Gray's South Destined Voyage Norway

WB=CellDBorDBa feet; uE&B feet; f feet; f
 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. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year assigned	Year expired	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1			LMC
(Coastal plated)			

(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.)

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft 4 1/2 ins.

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 why they were declined? Yes

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to be due to Grounding off Redcar in March 1915.

(The Repairs have been carried out and a Survey held on the Hull with a view to Classification. Please refer to W. Hpl. Rph. No. 15169.)

How done for Damage:— Vessel placed in Dry Dock. Bottom and Rudder cleaned, examined and (after repairs) recoated.

Shell:— (Keel called "A" and plates numbered from forward)

97 plates renewed, viz. "A" 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. (Part) "B" 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13; "C" 2, 3, 4, 5, 6, 7, 8, 9, 10, 11; "D" 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14; "E" 12, 13, 14, 15;

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	97	175+314	69	46+160	—	—	1	Tank Centre girder; Intercostals;
Removed and Fair'd or Repaired	31	53+24	154	155	3	4	—	Margins; top plating; Bulkheads;
Fair'd or Repaired in place	14	182	2	165	18	1	2	G.H. plating; Bunkers; Rudder, etc.

PRESENT CONDITION OF THE		Stringers		Dblng. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels.	
Decks	Good.	Inner Bottom Plating	Yes.	Engine Room Skylights	"	(State if on Felt.)	When put on, Month
Caulking of Decks	"	State if Tanks have been examined inside	Yes.	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good.
Waterways	"	State if Tanks now tested	Good.	Scuppers	"	Masts, Yards, &c.	Non alfr.
Coamings	"	Bulkheads	"	Charge Hatchways	"	Condition, how ascertained	(State if wedges removed) Yes.
Beams & Fastenings	"	Ceiling	"	Hatches	"	Sails	—
Outside Plating	"	Cement under plating (State which.)	"	Planking of Wood Vessels	"	Equipment letter	—
Caulking of ditto	"	Rudder	"	Caulking ditto	"	Anchors, No. of	3B. 1S. 1K.
Rivets	"	Steering gear and its connections	"	Treenails ditto	"	Cables (State if now ranged)	Yes.
Breasthooks & Crutches	"	Windlass	"	Breasthooks & Stemson ditto	"	" length	240 fms. size 1 5/8 in. = 1 9/16
Transoms	"	Have Pumps now been examined and found efficient?	Yes.	Transoms, Pointers, & Crutches ditto	"	" Rule length	240 fms. size 1 5/8 in.
Frames	"	Have Sluice Valves now been examined and found efficient?	None.	Timbers of Frame at openings ditto	"	Hawser & Warps	Good.
Reverse Frames	"	Have Watertight Doors now been examined and found efficient?	Yes.	Ditto ditto at other places ditto	"	Standing & Running Rigging	"
Floors	"			Stringers, Clamps & Shells ditto	"		
Keelsons	"			Salting (State if examined.) ditto	"		

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," "to remain as classed and to have record of survey, 1, 1, 1, and the notation of ss No. 1-1-1 and ptND11, &c."

For the information of the Committee.

The vessel, in our opinion, has now been placed in a good and efficient condition.

Survey Fee (per Section 25) £ 15 : 15 : 0

Special Damage or Repair Fee (if any) (per Sec. 25) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

25/10/15

Received by me,

30/10/15

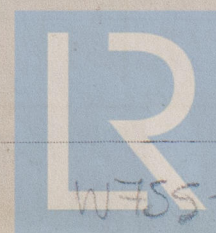
Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute

FRI. 29 OCT. 1915

Character Assigned

See minute in Report.



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Lloyd's Register Foundation

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

5m, 10, 13. T.

— S.S. "SPIRAL." —

Tank Top plating:— 3 renewed in E. & B. space.

66 plates removed, faired and replaced, viz., 29 in
No. 1 and 2 Holds: 17 in E. & B. spaces: 20 in No. 3 Hold.

Hold Beams:— 2 faired in place, viz., 1 in No. 1 Hold and 1 in E. &
B. space.

Upper Deck Beams:— 3 removed, faired and replaced on Port side,
in Bridge space. 16 faired in place in No. 1 Hold.

Side Stringers:— (In E. & B. space.) Renewed = 1 length of tie back
angle and 2 shell lugs in Lower side stringer. (Star.)
Removed, faired and replaced = 4 plates (2 P. & 2 S): 1 length
of tie back angle (P.): 36 shell lugs (18 P. & 18 S) all in
Lower side stringer.
Faired in place = 1 plate and 1 length of tie back angle in
Upper side stringer. (Star.)

Upper Deck plating:— 1 plate renewed and 1 plate faired in place, in
Bridge space, on Port side.

Bridge Deck plating:— 1 plate faired in place.

Fore Peak Bulkhead:— 1 bottom plate removed, faired and replaced
and 1 plate faired in place.

Stokehole Bulkhead:— 6 plates cropped and partly renewed.
9 plates faired in place.

Engine Room Bulkhead:— 1 plate renewed: 5 plates cropped and
partly renewed: 13 plates faired in place. W.T. Door renewed.

Shaft Tunnel:— 22 plates and stiffeners removed, faired & replaced.

Engine seating: Boiler Stools: Donkey Boiler Seating: Thrust
and Tunnel Stools repaired as necessary.

Rudder lifted and pintles examined. Riveting overhauled.

Steering Gear rods, Chains and Connections examined & repaired.

Riveting & Caulking of vessel examined and overhauled throughout.

Tank margin outside brackets repaired as necessary.

Hold Stanchions removed and straightened where required.

Bilge Keels repaired, Port and Starboard. Close Ceiling and

Cargo battens renewed throughout. All broken and disturbed

Cement made good. All tanks (including after peak tank)

tested under required water pressure on completion of the
repairs. Pumps and W.T. Door examined under working

Conditions. All removals, for salvaging vessel and for

carrying out the necessary repairs, afterwards replaced in good

Condition. Lower Bunker plating: stiffeners: stays: etc.,

repaired as necessary, P. & S. Steam Windlass overhauled.

For particulars of new Bowe Anchor: Stream and Kedge anchors: and

one Chain Cable Shackle supplied please see back of No. I Sheet.

Sundry repairs effected. All new and repaired work coated.

Jas. W. Stuart.