

No. 99292

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report..... 15/3/41 When handed in at Local Office..... 20/3/41 Port of NEWCASTLE-on-TYNE
No. in Survey held at South Shields Date, First Survey 21st Dec/1940 Last Survey 4th March 1941
Reg. Book. on the Wood, Iron or Steel S. S. ROYSTON (No. of Visits 22.)

82439 on the ~~Wood, Iron or Steel~~ S. S. ROYSTON

TONNAGE:—	Built at <i>Wardle Leabrough</i>	By whom <i>Smith's Dock Co. Ltd.</i>	When <i>1929</i>
GROSS <i>2722</i>	Owners <i>Granta S. Ship Co. Ltd.</i>	Owners' Address (if not already recorded in Appendix to Register Book).	
UNDER DECK <i>2353</i>	Managers <i>Ritherington & Everett</i>	Port belonging to <i>Newcastle</i>	
NET <i>1642</i>			

Surveyed Afloat or in Dry Dock? Dry D. Name of Dock J. Headhead. Destined Voyage

Cell D Ber D Ba feet; u E & B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 98979 Port New

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 } 3 ft. 2 $\frac{3}{4}$ ins

Yes: not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Damage stated caused through grounding at Rixham from 7th to 13th December 1940 on a voyage from London to Hartlepool
(2) Special Survey WP 3 completed.

Now done:- (1) Damage. Vessel placed in dry dock and the following repairs effected.
Shell plating. Keel plates Nos 2, 3, 6, 12, 13 & 14, renewed.
 (Sunkered from forward) " " Nos 1, 4, 5, 9 & 11 removed faired and refitted
 " " Nos 8, 10 & 15 faired in place.

Port side A 2, 3, 4, 5 + 14. B 3, 4, 5, 8, 12 + 13. C 8. D 8 + 9 renewed.
A 1, 7, 11, 12 + 13. B 6, 7, 9 + 11. C 5, 6, 7, 9, 10, 12 + 13 removed fairlead + refitted.
A 6, 9, 10 + 15. B 10 + 14. C 4, 11 + 14. D 7 fairlead in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	25	-	1	15	-	-	-	4 Bullhead plates. 1 centre section plate.
Removed and Paired or Repaired	30	-	21	49	-	-	-	Plates lower part.
Paired or Renewed in place	22	25	4	87	-	-	-	2 centre section plates.

[illegible]

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 classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notation of ss No. 1-38." *

This vessel, in my opinion, is eligible to remain as classed with fresh record of survey 3.41 and the notation S S SHL. No 3-3,41 subject to shell plating & No 2 bulkhead, starboard side, being repaired at the Owners' convenience, one bow anchor being supplied at end of present hostilities and one stream anchor being supplied at first opportunity

Survey Fee (per Section 29)	£ 21 : 0 : 0	Fees applied for
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 48 - 6 - 0	21 MAR 1941
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	Received by me,
		19

Fees applied for

Received by me,

A. McClashan. N. S. Linnell
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

APR 1 1941

100A Subject

✓ 2.41

Cargo boats not fitted
S.S. No. 3.3.41 + Linc. 3.41

60

Lloyd's Register
Foundation

✓ 14-0203(114)

S. S. ROYSTON(1) Damage repairs continued.Shell platingStarboard side A 3, 4, & 13 B 4 & 13 renewed

A 1, 5, 9, 11, 12 & 14 B 10 & 12 C 10 removed faired & refitted.

A 2 & 10 B 3, 5, 9 & 11 C 5, 12 & 13 faired in place.

Bidge keels. Port side 40 ft bulb plate & 4 ft T bar renewed. 45 ft T bar removed faired and refitted. Starboard side 34 ft bulb plate removed faired & refitted and one length faired in place.Floors etc inside tanks (Frames numbered from fore end of each tank)Fore peak. Port side Nos 4 to 11 floors & bulb angle frames and Nos 9, 10 & 11 floors & bulb angle frames on starboard side faired in place.No. 1 tank, port side. Floors Nos 8, 17 & 20 renewed. Nos 4, 5 & 6 removed

faired and refitted. Nos 1, 2, 3, 7, 9, 10, 11, 12, 13, 14, 15 & 16 faired in place.

Bottom angles Nos 5 & 6 renewed. Nos 4, 7, 8, 9, 17 & 20 removed faired & refitted.

Nos 1, 2, 3, 10, 11, 12, 13, 14, 15 & 16 faired in place.

Bottom frames to bracket floor No. 21 renewed. Nos 18, 19 & 22 removed faired & refitted.

2 tank margin plates, 8 tank side brackets & 10 frames faired in place.

Intercostal side girder plates 1 renewed 8 removed faired and refitted

and 2 faired in place. Bracket floors, 4 wing, 4 centre line & 4 side girder brackets removed faired and refitted.

No. 1 tank, Starboard side. Floors Nos 1, 2, 7, 8 to 17, & 20 faired in place.

Bottom angles Nos 9, 13, 14, 15, 16 & 17 removed faired & refitted

Nos 1, 2, 7, 8, 10, 11 & 12 faired in place.

Bottom frames to bracket floors Nos 18, 19, 21 & 22 removed faired & refitted.

No. 23 tank end & bottom angle faired in place.

Intercostal side girder plates 2 removed faired & refitted & 1 faired in place.

Bracket floor, 1 bracket to centre line removed faired & refitted.

No. 2 tank, Port side. Floors Nos 3, 6, 18 & 26 with bottom angles removed faired & refitted.

Bottom frames to bracket floors Nos 16, 17, 19, 25 & 27 removed faired & refitted. Nos 1, 2, 7, 20 & 24 faired in place.

No. 28 tank end & bottom angle faired in place. One intercostal side girder plate also Bracket floors, 3 bkt wing, 2 bkt centre line & 1 bkt side girder removed faired and refitted, 1 bkt (wing) renewed

No. 2 tank Starboard side. Floor & bottom angle No. 3 faired in place.

No. 28 tank end angle faired in place

Bottom frames to bracket floors Nos 1, 2, 4 & 5 faired in place.

Centre keelson 1 plate faired in place.

Boiler room tank, Port side Floors Nos 3, 4 & 7 faired in place.

Bottom angles No 3 removed faired & refitted. Nos 4 & 7 faired in place.

No. 8 tank end plate & bottom angle faired in place.

Boiler room tank Starboard side. Floors Nos 3 & 7, bottom angles

Nos 3, 4 & 7 and Bottom frames to bracket floors No. 5 & 6 also

No. 8 tank end plate & angle faired in place.

S. S. "ROYSTON"(1) Damage repairs continued.

Engine room tank. Port side Floors Nos. 2, 3, 4, 5, 6 & 7. bottom angles
Nos. 2, 3, 4 & 5 and tank end No. 8 plate & bottom angle faired in place.
Bottom angles Nos. 6 & 7 and 1 intercostal side girder plate removed
faired & refitted.

No. 3 tank. Port side Floor and bottom angle No. 21 removed faired & refitted.
Floors Nos. 1, 3, 6, 15 & 18 tank end No. 24 and bottom angles Nos. 1, 3, 6,
15 & 18 faired in place.
Bottom frames to bracket floors, Nos. 16, 17, 22 & 23 removed faired & refitted.
Nos. 2, 4, 5, 7, 14, 19 & 20 faired in place.

No. 3 tank Starboard side Floors and bottom angles Nos. 1 & 3 removed faired & refitted.
Floors Nos. 6, 18 & 21 with bottom angles faired in place.
Bottom frames to bracket floors Nos. 24 & 5 removed faired and refitted
Nos. 7, 8, 17, 19 & 21 faired in place. 5 intercostal side girder plates
removed faired & refitted & 1 faired in place.

No. 4 tank. Port side Floors Nos. 3, 9, 12, 18 to 24 renewed.
No. 15 removed faired and refitted. No. 6 floor & tank end faired in place.
Bottom angles to bracket floors Nos. 9, 15, 18 & 19 renewed Nos. 3, 6 & 12 removed
faired & refitted. Bottom frames to bracket floors Nos. 4, 5, 7, 8, 10, 11, 13, 14, 16 & 17
removed faired & refitted. 2 intercostal side girder plates removed faired & refitted.
Bracket floors, 1 bkt. to centre line renewed & 2 bkt. to centre line removed
faired & refitted. Centre keelson 1 plate renewed. 1 plate faired in place.

No. 4 tank. Starboard side Floors Nos. 9, 12, 15, 18, 19 & 22 renewed.
Nos. 21, 23 & 24 removed faired & refitted.
Bottom angles Nos. 9, 12, 15, 18, 19, 20, 21 & 22 renewed. Nos. 23 & 24 removed
faired and refitted. Bottom frames to bracket floors No. 17 renewed
Nos. 7, 8, 11, 13, 14 & 16 removed faired & refitted. No. 10 faired in place.
2 intercostal side girder plates removed faired and refitted.
Bracket floors, 1 bkt. to centre line renewed.

Tunnel well Centre intercostal keelson & 2 main frames each side faired in place

Engine room after W.T. bulkhead Port side, 2 plates partly renewed
1 plate & 2 stiffers faired in place. 2 stiffers partly renewed.

Starboard side, 2 plates & 2 stiffers partly renewed, 1 plate & 1 stiffers
faired in place. Tunnel recess 2 plates & angles faired in place.

W.T. door removed and refitted.

Engine room tank valves boxes, pipes, flooring removed in way of repairs
and refitted. All double bottom and peak tanks tested on completion
of repairs and hold ceiling refitted.

Rudder lifted for examination. Steering chains repaired or annealed
and tested. Bottom recoated. 1 bow anchor supplied.

Stem bar cut at 2 ft W.L., lower part removed straightened & refitted with
electric weld butt

Continued

S. S. ROYSTON.

Special Survey No 3 completed.

How done:- Vessel placed in dry dock, bottom and rudder cleaned examined and recoated.

It was not considered necessary to drill the shell plating. All holds, tween decks and peaks, bunkers engine and boiler spaces examined. Cstb shoot and plating in way of sidelights examined. Ceiling lifted and all double bottom and fore and after peak tanks examined internally and tested.

Decks, hatchways, ventilators, masts and rigging, windlass, steering gear and connections, pumps, W.T. doors, chain locker, hatch covers, tarpaulins, deck erections and closing appliances examined and placed or found in good condition. Cables ranged. Freeboard verified. Anchors examined. Equipment placed in order.

Special Reasons list:- The bulwarks on port side aft have been repaired by removing fairing & refitting 4 stays. The plating and bulwark rail is slightly unfair but it was not considered necessary to repair these items.

The bulkhead and shell plating in way of C/P. 2 bulkhead examined and found efficient. Repairs to these items have been deferred until a more convenient time. A few other indentations in the shell plating were observed but it was not considered necessary to deal with these defects.

Wear and tear repairs:- Galley floor plating partly renewed.

15 hold frames faired in place. 12 bulwark stays removed faired and refitted. Steering chains repaired annealed and tested.

After peak tank top wood ceiling removed and replaced by deck composition.

Leaky rivets renewed and lugs for stanchion feet welded to A.P. tank top.

30 hatch covers and 2 tarpaulins supplied. Rigging-main topmast stay renewed and rigging screws repaired.

S. M. S.