

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2nd March 1932. When handed in at Local Office 2nd March 1932. Port of Piraeus.No. in
Reg. Book.

Survey held at

Piraeus

Date, First Survey

2nd March

Last Survey

5th March 1932.

(No. of Visits

22)

24277 on the ~~Wood, Iron or Steel~~ ^{ISLEWORTH}

TONNAGE

GROSS

4919

UNDER DECK

4615

NET

3054

Built at

Blyth.

By whom

Cowan D.D. & Co. Ltd. When 1928-10

Owners

Dalglish Steam Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

R. D. Dalglish Ltd.

Port belonging to

Shewcastle

Surveyed Afloat or in Dry Dock?

Yes.

Name of Dock

Piraeus Harbour & Dry Dock, Encaas

Destined Voyage

Blyth

VB=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, orders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 87984

Port Nw

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

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.F 100 H 1
1. 32.Machinery and Boiler
Surveys
(including date of N.B., if any).F 12 H 10. 28.
T 3 (en) 11. 30.

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. H. 22/3/32.

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. Inform P. & O.

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

ft. ins.

Certificate issued.

Was a damage report made by anyone else? If so, by whom? Yes. Surveyor to Salvage Association, London.

REPAIRS, OR EXAMINATION AS PER RULE, FOR EXAM. IN DRY DOCK AND TEMPORARY REPAIRS.

It is stated that the vessel sustained damage through standing near Cape Malea, Southern Greece, on the 14th day of February 1932 whilst on a ballast voyage from Oran to a Black Sea port.

Vessel placed in Dry Dock. The bottom and rudder cleaned, examined and temporarily repaired. The fore peak tank, No. 1 hold and No. 1 double bottom tanks examined internally, and following upon the temporary repairs, the bottom part of the fore peak was tested by filling with water in way of the floor spaces prior to cementing, and above the floors the new and repaired shell plating and seams in way were tested by application of a powerful hose jet of water. No. 1 tanks tested under water pressure and also the side bilges of No. 1 hold were filled with water and shell plating in way tested. Windlass opened out and 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

P.T.O.

PRESENT CONDITION OF THE

ing of Decks	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
ings	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
s & Fastenings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
le Plating	Ceiling	Scuppers	Boats
hooks	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
oms	(State which.)	Hatches	Condition, how ascertained
s	Rudder	of Wood Vessels	(State if wedges removed)
se Frames	Steering gear and its connections	Caulking	Sails
udinals	Windlass	Treenails	Equipment letter
verses	Have Pumps now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of
is	Have Side Valves now been examined and found efficient?	Transoms, Pointers, & Crutches	Cables (State if now ranged)
rs	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings	„ length (on board) size
Bottom Plating	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places	„ Rule length size
		Stringers, Clamps & Shelves	Hawser & Warps
		Salting	Standing and Running Rigging
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel is in an

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.”

Efficient condition and eligible, in our opinion to be continued as at present classed. 100 H 1 - subject to navigating clear of ice and to the damage sustained being permanently repaired at the termination of the present voyage, but should it be contemplated loading a second cargo the vessel will then require to be further specially examined prior to loading same.

Survey Fee (per Section 29)

£

Fees applied for,

16/3/1932

Received by me.

19

Special Damage or Repair Fee (if any)

£

14 : 0 : 6

Travelling Expenses (if chargeable)

£

5 : 15 : 0

Second Surveyor's Fee (if any)

£

14 : 14 : 0

Committee's Minute

£

Character Assigned

£

TUE. 12 APR 1932

TUE. 3 MAY 1932

Robert G. Knox

Arthur W. O. O. O.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Siracusa

(2)

Continuation of Report No. 3230 dated 21st March 1932 on the

"SLEWORTH."

Upon examining the vessel in dry docks it was jointly agreed by Mr. J. M. Hochhead, Superintendent Engineer to the Owners, Messrs. R. D. Dalglisch Ltd., of Newcastle-on-Tyne, Mr. L. N. Wann, Surveyor to the Salvage Association, of London and ourselves to cut away all damaged shell plating and internal ironwork forward of the forepeak bulkhead and then raise a false stem and plate in the peak compartment, cementing as necessary, to enable the vessel to load cargo. The cutting away of the damaged shell plating was commenced at the 21'-9" draft mark and carried downwards diagonally to in line with the bottom floor space of the forepeak tank or just sufficiently forward of the bulkhead to provide a suitable landing for temporary plating. The stem bar was found broken (broken in many pieces) at in line with the 21'-0" draft mark and from there downwards all broken parts of the bar were removed including the piece at the keel plate. The keel plate was left projecting into the 2nd floor space forward of the bulkhead and a false stem of Vee section, ∇ , in three lengths of $\frac{1}{2}$ " plate was started at the 22'-6" draft mark and carried down to join the keel plate. The port side was then closed with five strakes of plating - one plate in each strake - and the starboard side also with five strakes but with two plates each in the top and bottom strakes. This plating, $\frac{3}{8}$ " thick, double riveted on laps and treble riveted at butts, was caulked and made watertight.

ing form :-

Where and when tested
Superintendent.

Fore peak.

Bulkhead.

A damaged piece cropped out of the bulkhead bar at starboard side, a new piece fitted and the wing plate in way faired in place.

The internal stiffening was done as follows:

Frames.

According to the position of the damage the frames were cropped thus:

N^o 1 and 2 above and N^o 3, 4, 5 and 6 below the middle stringer and N^o 7, 8 and 9 below the lower stringer at the port side and N^o 1, 2, 3 and 4 above and N^o 5, 6, 7 and 8 below the middle stringer and N^o 9 below the lower stringer at starboard side and to the existing frame ends 4" x 4" angle bars were connected and carried down as required.

RGR + two

When and where tested and
Superintendent.

Piraeus

(3)

Continuation of Report No. 3230 dated 21st March 1934 on the

"ISLEWORTH"

ors.

Three floors were connected to frames No 4, 6 and 8 and intercostal plates fitted between the peak bulkhead and the after end middle floors.

Stringers.

On the middle stringer a nose plate was fitted connecting the port and starboard stringer plates with suitable lugs to the shell and the port and starboard plates of the lower stringer were partly renewed, connected to the shell with lugs and attached to the beams and frames with brackets as necessary.

Beams.

Five angles 4" x 4" were fitted in lieu of damaged beams to lower stringer and suitably connected and to these vertical angle stanchions 4" x 4" were carried up and down between stringers and floors.

ment was laid in the floor spaces and at connection stem bar with false stem as required.

1 hold.

At the port side in way of bilge, two small bolted patches were fitted, starting riveting hardened up or replaced with bolts and the foremost six frame spaces in bilge cemented and at the starboard side the first four frame spaces were cemented and in the foremost space the cement was carried up to lower stringer in way of the bulkhead bar.

2 tank.

All started or broken rivets hardened up or replaced with bolts and cement laid in the foremost six floor spaces at port and starboard sides of tanks as required and for this purpose filling holes were cut in the top plating and afterwards fitted with blank flanges.

R.G.K.T. d.w.O.

P.T.O.



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Lloyd's Register
Foundation

W79-0023 (314)

Piraeus

(4)

Continuation of Report No. 3230 dated 2nd March 1932 on the

S. "SLEWORTH."

Reference to the accompanying photographs will show the nature of the work done and the form of the new bow - the temporary repairs having been arranged to permit of a full cargo being carried if so desired by the Owners.

The starboard bower anchor with its shackle, one anchor shackle, two mooring shackles and four wire ropes are missing, but there is ample rope equipment on board.

We enclose a copy of a specification for permanent repairs which was drawn up by the Owners' Superintendent and the Salvage Association Surveyor. It is only furnished for information and the vessel will in due course, we understand, be permanently repaired at Blyth to meet the full rule requirements of the Register.

The vessel left Piraeus P.M. 15th inst., in ballast, for Blyth but may be diverted en route to load a cargo homewards.

RGR two



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W79-6023 (414)