

TUE. JUL. 27. 1915

No. 67773

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

Date of writing Report 17<sup>th</sup> July 1915 When handed in at Local Office JUL 26 1915 Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at South Shields Date, First Survey July 13 Last Survey July 16 1915  
 Reg. Book. 2001 1998 on the Wood Iron or Steel S.S. Cymbeline Master to do YEAR 1902 MONTH 10

## TONNAGE:-

GROSS 4505UNDER DEK. 4115NET 2940Built at NewcastleBy whom Armstrong WhitworthWhen 1902Owners Beaumont & Co. Ltd. Port belonging to LiverpoolOwners' Address Managers = C. J. T. Bowring & Co. Ltd.Surveyed Afloat or in Dry Dock? Yes Name of Dock Smith's Dock Co. Destined Voyage

WB = Celt DBorDBa 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, trunks, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 66021 Port New

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned new survey	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1.</u>	<u>4</u>	<u>I. M. C. &amp; N.</u>
<u>Carrying Petroleum</u>	<u>4</u>	<u>B.S. 6-13.</u>
<u>in bulk.</u>	<u>4</u>	<u>M.S. 4-14.</u>
<u>S.S. Shl. No. 3-4-14.</u>	<u>4</u>	<u>14-14</u>
Society's Freeboard (if assigned) as		<u>6</u> ft. <u>4</u> ins.
painted on Ship and now verified		

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.

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? Report attached Was a damage report made by anyone else? If so, by whom? H.M.S. Overseers.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Damage stated to have been sustained whilst engaged on Admiralty work through collision & grounding on the following dates & with the under-mentioned vessels:-

Collision with H.M.S. "Garland" 2<sup>nd</sup> August 1914  
 " " " " "Arden" 23<sup>rd</sup> " "  
 " " " " "Hope" 2<sup>nd</sup> November "  
 " " S.S. "Kramlin" 6<sup>th</sup> April 1915  
 " " "Cowie" 25<sup>th</sup> " "  
 Grounding whilst loading 27<sup>th</sup> " "  
 Collision with S.S. "Divis" 1<sup>st</sup> June "

## SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed ...								<u>Forty-five shell &amp; stern rivets renewed.</u>
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

## PRESENT CONDITION OF THE

Decks <u>Good</u>	Stringers <u>Good</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels. (State if on Foot.) <u>Good</u>
Caulking of Decks <u>"</u>	Inner Bottom Plating <u>Good</u>	Engine Room Skylights <u>Good</u>	When put on, Month <u>Year</u>
Waterways <u>"</u>	State if Tanks have been examined inside <u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Boats <u>Good</u>
Coamings <u>"</u>	State if Tanks now tested <u>No</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Beams & Fastenings <u>"</u>	Bulkheads <u>Good</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>From d. 13</u>
Outside Plating <u>Efficient</u>	Ceiling <u>Good</u>	Hatches <u>"</u>	(State if wedges removed) <u>No</u>
Caulking of ditto <u>Good</u>	Cement on Deck <u>"</u>	Planking of Wood Vessels <u>"</u>	Sails <u>Reported good.</u>
Rivets <u>"</u>	Rudder <u>"</u>	Caulking <u>ditto</u>	Equipment letter <u>"</u>
Breasthooks & Crutches <u>"</u>	Steering gear and its connections <u>"</u>	Treenails <u>ditto</u>	Anchors, No. of <u>3 B. 1 S. 1 K.</u>
Transoms <u>"</u>	Windlass <u>"</u>	Breasthooks & Stemson <u>ditto</u>	Cables (State if now ranged) <u>No</u>
Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Transoms, Pointers & Crutches ditto <u>"</u>	" length <u>Spaced size 40</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>"</u>	(on board) <u>Be complete</u>
Floors <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Ditto ditto at other places ditto <u>"</u>	" Rule length <u>"</u>
Keelsons <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	Hawser & Warps <u>Good</u>
		Siding (State if examined.) <u>"</u>	Standing & Running Rigging <u>"</u>

## 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, 1,11," or "to remain as classed and to have record of survey, 1,11, and the notations of ss No. 1-11 and ptnd11, &c."

This vessel is now in a good & efficient condition & is eligible in my opinion to remain as classed & to have record of survey 7-15, subject to the indent on the shell plating being dealt with at the owner's convenience.

Survey Fee (per Section 28) £  
 Special Damage or Bonus Fee (if any) (per Sec. 28) 5 : 5 : 0  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for, JUL 23 1915

Received by me, JUL 26 1915

J. S. Shute

Surveyor to Lloyd's Register of British &amp; Foreign Shipping.

TUE. SEP. 14. 1915



Lloyd's Register Foundation

W 960-00513



Collision with S.S. "Potomac" 9<sup>th</sup> June 1915.  
" " " " " " " " 8<sup>th</sup> July "  
" " " " " " " " 8<sup>th</sup> July "

Now done:— Vessel placed in dry dock bottom examined after being cleaned & then coated. Rudder in good order. about 23 stern rivets + 22 shell rivets renewed. The latter in way of landing between 2<sup>nd</sup> & 3<sup>rd</sup> strakes below the sheersake on port side abaft bridge. One boat davit removed & faired. Rails & stanchions on forecassle & fore deck faired & made satisfactory. The following damage items were observed (see Damage Survey Report attached):— The lower part of the stern to be removed & faired. Sheersake:— Star<sup>d</sup> Side (numbering from forward):—

No. 4 to be faired in place. No. 5 to be removed & faired.

Port Side:— No. 5 to be removed & faired.

Star<sup>d</sup> Side:— (numbering from aft)

No. 3 to be faired in place.

Port Side:— 2<sup>nd</sup> Strake below sheersake abaft bridge:—

One plate to be faired in place.

D<sup>o</sup>:— 3<sup>rd</sup> Strake below sheersake abaft bridge:—

One plate to be removed & faired.

E Strake:— No. 1 port & star<sup>d</sup> to be faired in place.

F Strake:— No. 1 port & star<sup>d</sup> to be faired in place.

D Strake:— Sheer:— No. 1:— To be removed & faired. Star<sup>d</sup> Side } Number

E Strake:— Star<sup>d</sup> Side:— No. 3 to be faired in place. } from fore<sup>d</sup>.

F Strake:— No. 7 to be renewed. } number from aft.

G Strake:— No. 5 to be removed & faired.

H Strake:— No. 5 & 6 to be faired in place.

Bulwark plates:— Port plate @ main rigging to be removed & faired.

Port Side of fore well:— The 4<sup>th</sup> plate from forward to be faired in place.

Gunwale bar in way of above to be faired in place.

Star<sup>d</sup> Side of fore well:— No. 3 from forward to be removed & faired.

Two rail bars in way of same to be faired in place.

One star<sup>d</sup> Bridge Side Plate to be faired in place.

None of the above mentioned work was carried out at this time as the vessel was urgently required for admiralty purposes. The efficiency of the vessel is not affected in any way & the owners proposal to carry out the work at a more convenient opportunity is in my opinion satisfactory.

Other work was carried out as follows:— Windlass overhauled, new cylinders & 2 new pinion wheels being fitted. Steering gear, generally, thoroughly overhauled. On star<sup>d</sup> side of fore well a corner doubling plate fitted to

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
1949	1st Bower *	57	2	0	54	6	11	116	18	3	0	56	1	0	Boyer's Stockless Pat.	I.P.H.S. 26.4
	2nd "														staked	Stafford
	3rd "															
	Collector Weight.															
	Stream .....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
16348 B	15 1/2 fms	2 1/2	81 1/2	113 1/2	34 0 9	33 3 7	15	2 1/2	Shed Link	Not stated.	I.P.H.C.H. 15-1-11
	1 1/2 fms										S.C. Paul
Iron Stream Chain or Steel Wire...											



one of the oil tight hatches as a repair for a fractured deck plate.

Equipment.

In order to complete the equipment a new bower anchor & 15 fathoms of chain cable were placed on board. The markings on same, were verified, compared with the certificates & found satisfactory. The particulars will be found in the usual place.

J. S. Shute.