

31 DEC 1951

(Received at London Office.....)

No. 78028

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21<sup>st</sup> December 1951. When handed in at Local Office 26.12.1951. Port of GLASGOW.  
No. in Reg. Book Survey held at GLASGOW. Date, First Survey 17.9.51. Last Survey 22<sup>nd</sup> November 1951.  
30072 on the ~~Wood~~ Iron or Steel S.S. "TWICKENHAM" (No. of Visits 15.....)

TONNAGE:—	Built at	Dundee	By whom	Caledon S. B. & C. Co. Ltd.	YEAR.	1940	MONTH.	11.
GROSS <u>4913.</u>	Owners	Britain S. S. Co. Ltd.	Owners' Address	✓	(If not already recorded in Appendix to Register Book).			
UNDER DK. <u>4239.</u>	Managers	Watts, Watts & Co. Ltd.	Port belonging to	LONDON				
NET <u>2679</u>								

Surveyed Afloat or in Dry Dock? Both Name of Dock Kedahie Drydock Kedahie Wharf Destined Voyage ✓  
Cell DBor DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT 18.21 feet 74.1 tons.  
Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements)

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

Report, No. 24 188 Port

veys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete must be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to Wear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the use of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. The dates and initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he  
ed his services for this purpose and to whom and why they were declined Yes. To Owners.  
presentative - Not required. Was a damage report filed?

OR EXAMINATION AS PER RULE, FOR DOCKING, OIL FUEL CONVERSION & DAMAGE:-  
Now DONE FOR DAMAGE :- Cause stated not recorded.

FOUND

Shell plates A3 + B3 (P.S. ast) - Indented between frames at common landing. Released, faired in place and resineted.

Repairs tested by water pressure to Rule requirements on completion and found satisfactory.

NOW DONE FOR DOCKING:- Vessel placed in drydock, bottom, keel & rudder cleaned & examined found & placed in good condition and recoated. (P.T.O.)

Y OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
newed ... ..	✓							
moved and Faird or Repaired	✓							
red or Repaired in place ...	2.							

## CONDITION OF THE

of Decks	Good.	Engine Room Skylights	Good.
	Good.	Coal Bunkers, Openings, Covers, &c.	✓
	Good.	Oil Bunkers	Good.
Fastenings	In spaces exam'd - Good	Scuppers	not examined.
Plating	Good	Cargo Hatchways	Good.
" In way of sidelights	Not exam'd.	Hatches	Good.
Frames	In spaces exam'd - Good.	Planking	
Stanchions	In spaces exam'd - Good.	Caulking	
Keelsons	✓	Treenails	
" In spaces exam'd.	Good	Breasthooks & Stemson	
" In spaces exam'd.	Good.	Transoms, Pointers & Crutches	
" In spaces exam'd.	Good	Timbers of Frame at openings	
Bottom Plating	In spaces exam'd - Good	" " at other places	
Tanks been examined internally?	See Report	Stringers, Clamps & Shelves	
Tanks been tested?	See Report.	Salting	
		State if examined.	

Copper, or Y.M.	
(State if on Felt.)	
When fitted, Month	Year
Boats	Not examined.
Masts, Yards, &c.	Good
Condition, how ascertained	From deck.
(State if wedges removed.)	
Equipment letter	at 2"
Anchors, No. of	38. + 15.
Cables (State if now ranged)	Yes.
" length	340 fms min
" mean diamr.	1 7/8
" (on board.)	
" Rule length	240 fms size
"	2" Steel
Chain Locker	Good.
Hawsers & Warps	Good.
Standing and Running Rigging	Good.
Sails	✓

*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, 138,” or “to remain as classed and to have record of survey, 138, and the notations of *as No. 1-38*.”

This vessel, as now seen, is in an efficient condition and is eligible, in our opinion, to remain so classed and to have record of Docking 11.5%, with the endorsement that indented shell plating "J" & "K" Strakes (S.S.) be dealt with at the Owners Convenience. Notation in Register Book "Fitted for Oil Fuel 451, F.P. above 150°F"

Survey Fee (per Section 29) \_\_\_\_\_ £  
*O.F. Conversion* 43 10 -  
 Special Damage or Repair Fee (if any) \_\_\_\_\_ £  
 (per Sec. 29B) *Sunday Allowances* 5 5 0.  
 Travelling Expenses (if chargeable) \_\_\_\_\_ £ 10 10 0  
 Second Surveyor's Fee (if any) \_\_\_\_\_ £

Fees applied for,  
 27 DEC 1951  
 Received by me,  
 19

Committee's Minute

Character Assigned

11.51 Gls. (with endorsement)

Fitted for oil fuel 11,51, F.P. above 150°F.

James P. Brown & A. A. Hadjispyros  
Surveyors to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying raser is not so much damped as to spread the ink, or to osue it to show through to the other side.



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S.S. "TWICKENHAM".ALTERATIONS:- (Contd)

Deep Tank was tested by water pressure to Rule requirements on completion of alterations & found satisfactory.

ash sheet has been removed & openings in shell & decks have been efficiently & permanently closed.

2 new Fresh Water (Domestic) Tanks have been fitted in 'tween decks abreast E. R. Pasing (P.+S).

2 new longitudinal bhd. have been fitted in 'tween decks abreast E. R. Pasing & a transverse bhd erected at sides of Pasing (P.+S) at Fr. 74 to form compartments for these F.W. Tanks. Hinged steel doors are fitted in the Engine Room Pasing giving access to these compartments. Doors are operable from both sides.

Deep Beam has been formed at frame 79. (14" deep) top of bhd plating remains & a face bar has been fitted also 2-4½" diam solid pillars at hatch corners.

A Centre line bulkhead has been fitted in 'tween decks (Frs 76 to 79)

Opening in shelter deck (Cross bunker hatchway) has been efficiently plated over & a deck house has been built utilising existing coamings, to form Galley Cook bunker.

For details of alterations affecting freeboard please see Report C11 (Contd) which has been forwarded.

A compartment has been formed by erecting steel bulkheads at After end of No 5 T.O. at Starbd. side of Centre line bhd. to take emergency fire pump, with access from tunnel escape.

Opening (approx 6" x 6") has been cut in shell plating (SS) in tunnel well & a box fabricated of steel plates fitted & elec-welded to shell in way to take inlet valve for fire pump.

S. R. List :- No repairs done at this time. Indented shell plating in "J" & "K" Strokes (S.S.) was specially examined & found to remain efficient. It is submitted that this defect is of such a nature that repairs may be deferred until the Owners' Convenience (Endorsement of Class.)

Alterations in Register Book:-

Midship Deep Tank length 18.21 ft. Capacity 741 tons  
Bulkheads are now.

"9 Bulkheads, 8 to 2nd Deck Coll. to Shelter Dh"

"3 Divisional W.T. Bhd. in Shelter 'tween decks"

Tonnages are as follows:-

Gross.	4913
Under Dh.	4239.
Net.	2679.

James C. Brown