

16 DEC 1948

Rpt. 8.

(Received at London Office

15 DEC 1948

No. 105743

# REPORT OF SURVEY FOR REPAIRS, &c.

6 DEC 1948

Date of writing Report... 19... When handed in at Local Office... 19... Port of NEWCASTLE-ON-TYNE  
No. in Survey held at South Shields & Hebburn Date, First Survey Aug 5th Last Survey November 4th 1948  
Reg. Book. (No. of Visits... (25) )

51049 on the Wood, Iron or Steel S.S. "AMERSHAM"  
TONNAGE: Built at South Shields By whom J. Readhead & Sons Ltd. When 1941  
GROSS 5536 Owners Thompson Steam-shipping Co. Ltd. Owners' Address...  
UNDER DK 5082 Managers... Port belonging to London.  
NET 3228

Surveyed Afloat or in Dry Dock? Both. Name of Dock R.W. Hawthorn Leslie & Co. Ltd. Destined Voyage Not known.

Cell/D/Bor/D/Bo... feet; uE & B... feet; f... feet  
total capacity tons. FPT tons; APT tons; MT tons. feet tons.  
Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 3823 Port C.N.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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 3 ft. 6 in. painted on Ship and now verified.

Owner's superintendent, not required. Was a damage report made by anyone else? if so, by whom? not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Special Survey & Oil Fuel Conversion.

Damage: now done. Vessel placed in dry dock. Permanent repairs effected. Plating from forward.

1. to starb side shell and bulkhead between after holds stated to have been caused through contact with the T.F.B. Dredger No. 9 whilst lying in the River Tyne on the 28th September 1948.

now done: shell plate removed faired & refitted. Starb. G.B. (1)

Bulkhead wing plate faired in place, frame faired in place. (1)

1 shell frame faired in place. (1)

Repairs here tested on completion and proved satisfactory.

2. to starb. low plating etc. stated due to unknown causes.

now done: shell plate removed faired & refitted. Starb. H.1. (1)

" " faired in place. Starb. V.1. (1) (see over)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	1	-	-	-	-	-	-	fr bulkhead wing plate
Removed and Faired or Repaired	3	5 pt.	-	-	-	-	-	& beam knees see report.
Faired or Repaired in place	5	16	-	-	3	-	-	

PRESENT CONDITION OF THE									
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or V.M.	(State if on Deck)	When fitted, Month	Year
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	Boats	good		
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	Masts, Yards, &c.	"		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Condition, how ascertained by exam.	(State if wedges removed.)		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	67 none		
" " in way of sidelights	"	Windlass	"	Hatches	"	Anchors, No. of	3 B. 1 St.		
Frames	"	Have pumps been examined and found efficient?	yes	Planking	"	Cables (State if now ranged)	yes		
Reverse Frames	"	Have Stowage Valves been examined and found efficient?	yes	Caulking	"	" length 300 ft. mean diam. 2 3/8"	2 3/8"		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	"	" Rule length 300 ft. size 2 3/8"	2 3/8"		
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Chain Locker	good		
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	"	Hawsers & Warps	sufficient		
Keelsons	"	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	"	Standing and Running Rigging	good		
Stringers	"			" " at other places	"	Sails	"		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"				
Have the Tanks been examined internally?	yes			Salting	"				
Have the Tanks been tested?	yes			State if examined.					

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 notations of ss No. 1.38."

This vessel is eligible in our opinion to remain as classed with fresh record of dry docking 11/48 and notation S.S. Nwc. 11/48, subject to set in bulwarks abreast piddly casing starb being dealt with at Owners convenience, and is eligible to have the notation "Fitted for Oil Fuel 11/48 F.P. above 150°F"

Survey Fee (per Section 29) £ 49 : 0 : 0 Fees applied for, 13 DEC 1948  
Special Damage or Repair Fee (if any) £ 10 : 10 : 0  
(per Sec. 29) J.F. Conversion £ 15 : 15 : 0  
Travelling Expenses (if chargeable) £ : : :  
Second Surveyor's Fee (if any) £ : : :  
Received by me, W.D. Sartor and H. McDermott  
Surveyor to Lloyd's Register of Shipping.

Amend RB S. 10.48 Fitted for oil fuel 11.48 F.P. above 150°F  
Character Assigned 11.48 Nwc subject

Lloyd's Register Foundation

CERTIFICATE WRITTEN



"Amersham"

Sheet 2

## Damage 2 cont.

4 frames cropped &amp; part removed, fanned &amp; refitted, 2 fanned in place. (4) &amp; (2)

3 beams fanned in place. (3)

3 beam brues removed, fanned &amp; refitted, 2 fanned in place.

Repairs here tested on completion and found satisfactory.

3. to port side shell etc. in way of ho. 1 hold stated due to unknown causes.

Shell plates renewed, port H. 4. (1)

" removed, fanned &amp; refitted, port G. 5. (1)

" fanned in place. F. 4, 5. H. 5. &amp; J. 4. (4)

1 frame cropped and part removed, fanned &amp; refitted, 2 fanned in place. (1) &amp; (2)

Repairs here tested on completion and found satisfactory.

## Special Survey

How done: Vessel placed in dry dock, bottom and midges cleaned, examined, and treated. Rudder lifted, anchors and cables ranged.

The holds, tween decks, peaks, bunkers, engine and boiler spaces cleared, ceiling removed as required. Steelwork examined throughout, scaled and coated as necessary. It was not considered necessary to dull the shell plating. Deck shoot and plating in way of side lights examined. All double bottom tanks, deep tank (see Oil Fuel Conversion) and fore and aft peak tanks examined internally and tested. Decks, chain plates, masts, rigging, upst attached, hatch crammings, covers and supports, tarpaulins,

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
52797	3rd "	74	1	20	-	-	-	56	0	0	0	-	-	-	Stockless	Sunderland
Collective Weight																24th Aug 48. L. & J. Walker.
23445	Stream.....	1	2	3	-	-	-	101	10	0	0	-	-	-	Shackle.	6th Feb. 48. R. V. Gagar
	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 rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
77283	15	2 3/8	10 1/2	142 1/2	44 3 10	42 1 0					Grady's Hall
77284	do.	do.	do.	do.	44 2 10				stud		15th Sept. 1948
77286	do.	do.	do.	do.	44 0 2				link		H. Phillips
77288	do.	do.	do.	do.	44 3 14						
Iron Stream Chain or Steel Wire											

cleats and latching arrangements, ventilator crammings and covers, steering gear, and auxiliary gear, windlass, hand pump, watertight doors, air sounding pipes, and sounding plates examined and found or placed in good condition.

Renewal Freeboard Survey held and freeboard verified.

## Repairs:

Rudder: Fracture in port side plate need out and welded.

1 Rudder renewed.

see Sheet 3.

W.C.D.S.  
SURVEYOR TO LLOYD'S REGISTER  
NEWCASTLE-ON-TYNE.

"Amersham"

Sheet 3.

## Rudder cont.

It was found that there were no arrangements for preventing the rudder from lifting.

A strongly constructed steel bracket, suitably stiffened, and portable, has now been fitted from the deck beams in the Transom space below the steering gear. In the event of the rudder tending to lift the bottom of the bracket will bear on the intermediate coupling of the rudder stock.

## Cables etc.

Cables ranged. A few slack studs hardened up.

A spare Bowser anchor and 60 faths. of cable have been placed on board at this time. For particulars of certificates see sheet 2.

## Shell:

Plates numbered from forward :-

Removed, fanned &amp; refitted: Port &amp; Starb. H. 10.

Fanned in place: Starb. F. 7, 8, 9. J. 10. G. 10.

A few scrubbed and started units in ho. 1 shell plate, welded.

A number of scrubbed units in side shell port (ho. 4 hold) renewed.

## ho. 3 hold (ford. of cross bunkers)

After bulkhead: 1 wing plate and frame fanned in place port &amp; starb.

1 wing plate removed, fanned &amp; refitted.

Frames etc: 1 frame starb. cropped and part removed, fanned &amp; refitted.

1 bulge bracket removed, fanned &amp; refitted.

## Cross Bunkers (new deep tank)

Frames: 14 frames, 8 port, 6 starb. fanned in place.

Eng Room Tank top: 1 local doubling fitted in way of fitting port side.

Bearing top: 2 plates renewed in way of fiddling.

Boundary bar, part renewed, port side.

Hatchways: Rat bars on shelter deck hatches fanned as necessary.

41 wood covers renewed.

A few minor repairs also effected at this time.

## Alterations:

A watertight door has now been fitted to the engine room bulkhead for access to the shaft tunnel. Door tested and found satisfactory. Cement, to a depth of approximately 2", has now been placed on the bottom shell in all Double Bottom Tanks.

Top masts have now been fitted.

## Oil Fuel Conversion:

The vessel has been converted to carry oil fuel in the cross bunkers, in accordance with the approved plans, Secretaries letter, and the Rule requirements.

The angle untested seams of the tank top plating and second deck plating in way have been repaired by electric welding.

On completion of the alterations the double bottom tanks beneath the deep tanks, the deep tanks, settling tanks and heating coils.

W.C.D.S.  
SURVEYOR TO LLOYD'S REGISTER  
NEWCASTLE-ON-TYNE.



"Amersham"

Sheet 4.

6.7. Coal cont.

- were tested and proved satisfactory.

Saddleback plated over at shelter deck and space utilised as galley coal bunker.

~~Tween~~ deck bulkhead abreast fore end of fiddley casing:-

Wing portises now removed, port and starb.

Deep beam and web frame fitted in lieu port & starb.

It is submitted that the vessel is now eligible to have the notation in the Register Book: "Fitted for Oil Fuel 11/48 F.P. above 150°F."

Special Reasons List:

A lower anchor and 60 faths. of cable have now been supplied and repairs have been effected to the indented plating port & starb.

It is submitted that these items be now deleted from the list.

The tank top plate in No. 1 Hold was examined, and the repairs found in good condition. The owners stated that they did not wish to renew the plate at this time and requested that the present repairs be considered as a permanent repair. It is submitted that this request merits the favourable consideration of the Committee.

It was noted that the starboard side bulwarks abreast the fiddley casing were set in. No repairs were effected at this time.

It is recommended that repairs be effected at owners convenience.

W.D.S.

SURVEYOR TO LLOYD'S REGISTER.  
NEWCASTLE-ON-TYNE