

The Admiralty
Port belonging to

Name of Vessel	M.V. "DENBYDALE"
Port of Registry	London.
Number in Supplement	87765.
Registered Tonnage.	4743 net.
Name of Owners	British Admiralty.
Name of Master.	A. Hobson.

This is to certify that I the undersigned, at the request of Captain A. Hobson, Master of the M.V. "DENBYDALE", and on instructions from Messrs. Geo.F.Huggins & Co. Ltd. (Lloyd's Agents), Ltd, on 11th March, 1941, proceed on board the above Vessel at anchor off Port of Spain Harbour to examine leaking rivets on deck.

The alternate wing Tanks were pressed up for my examination, and, on examination I found:-

Numerous rivets showing signs of leakage and 27 leaking badly, and, on testing, sounded slack.

These were all carefully marked.

I recommended that the Tanks be partly emptied and that the deck be hardened up and, if necessary, renewed.

After Tanks be pressed up to allow of their examination.

During the course of the repairs, I paid nine visits to the Tanks as follows:-

Tanks:-

		rivets leaking.	
	19	do.	1 leaking badly.
	18	do.	
4.	4	do.	
5.	14	do.	
6.	13	do.	
7.	No	do.	
8.	15	do.	
9.	9	do.	

Centre Tanks:-

No. 1.	No rivets leaking.
2.	No do.
3.	No do.
4.	No. do.
5.	64 do.
6.	2 do.
7.	No do.
8.	No do.
9.	No do.

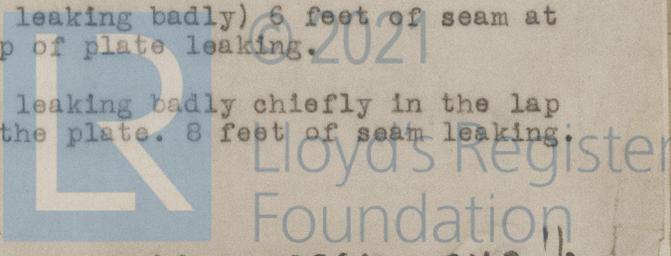
Starboard Wing Tanks:-

No. 1.	No rivets leaking.	
2.	7	do.
3.	46	do. (11 leaking badly) 6 feet of seam at lap of plate leaking.
	No	do.
	90	do. (14 leaking badly chiefly in the lap of the plate. 8 feet of seam leaking.
	10	do.
	10	do.
	20	do.
	1	do.

J.P.H.

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M.V. "DENBYDALE" (Contd.)

All the five rivets were set up with a dolly holder holding on and on again testing, proved tight.

The starboard eye pads for the main mast shrouds were leaking and we welded to the deck.

I examined the bulkheads in the Forward and after cofferdams and the pump rooms and found them tight. There were signs of recent leakage at a gusset plate in the forward pump room but at the time of my examination it was tight and the rivets sound/light.

In No. 9 starboard wing tank there was heavy leakage through the shell plating at the lower stringer in the second space from the after bulkhead.

I recommend that a concrete box be fitted extending 18" below and above the stringer and the depth of the frames, and secured with Y pieces welded to the frames and stringer.

The work has been executed in a good and workmanlike manner to my satisfaction.

That in my opinion, the M.V. "DENBYDALE"

is in a seaworthy condition to load white spirit for voyage.

James Luff

Surveyor appointed by Lloyd's Agents.

Port of Spain, Trinidad, B.W.I.
25th March, 1941.



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