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2, EE10-521510-111510 1/2

"HUMBERGATE"

REPAIRS

(Shells plates numbered from forward)

<u>SHELL</u>	<u>Port</u>	<u>Starboard</u>	
Removed :-	E1; F1; G1; H1.	E1; F1; G1; H1.	(8)
Removed, Jamed and Refitted :-	D1, 2.	D2, 3, 4; E3, 4; F2; G2; H2.	(10)
Jamed in place :-	-	D1; H3.	(2)
Cropped and Part Removed :-	Soft hose stem plate		(1)

Stem bar cropped and part removed.

main frame Port side - In Fore Peak - nos. 1, 2 renewed; no. 3 cropped and part renewed, remainder
faisid in place; nos. 4, 5, 6, 7, 8 frames faisid in place. Fore Peak bulkhead wing plate and
bulkhead frame bar faisid in place.

Started side - In fore peak - nos. 1, 2 removed.

Yard in place - In way D3-3; In way E4-3; In way F2-3; In way H2-2.

2 frames cropped and part removed, faded and refitted in way H2.

Fore Peak tank top nose plate and stringer angle, port and starboard, cropped & part removed.

7 stinger collar plates, port, and 4, starboard, removed.

1 Breast Hook plate and 1 frame foot bracket removed.

Upper Ok in way of Lincrothe hose plate fared in place. 2 collar plates removed, 1 fared in place.

Flanged breast hook plate removed.

2 Flanged brackets to hull removed, faired and refitted.

to 2 deck beam failed in place; 3 beam knees removed, failed and refitted,

2 found in place.

Yonacott OK. 2 beam ends fixed in place, 2 beam ends removed, fixed and refitted.

In the Hold Lower Stinger - plate and tie back angle, port and starboard, renewed.

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 ..																
	3rd ..																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patentee.

If Stockless, state Mechanical Test

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

CHAIN CABLES.

[illegible]

On completion of the above repairs, Fore Peak tank tested and Shell chamber in way of repairs hose tested and found satisfactory. andudder stock twisted.

DAMAGE (3) situated on bottom shell, port and starboard. Bottom shell and internal structure in way, port & starboard. Examined on account of stated damage. Rudder removed & replaced.

REPAIRS (Shells plates numbered from forward)

<u>SHELL</u>	<u>Port</u>	<u>Starboard</u>
Renewed:- Keel 8	-	-
Removed, faired & refitted:-	C6.	A5
Faired in place:- Keel 2,3,5.	A3; B6.	A1,2,3,4; B5

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Test.

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(2)
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"HUMBERGATE" Rudder - Rudder head removed (Certificate attached).

Bridge Keel - 1 length, port and starboard, cropped and part removed, faired & refitted.

On completion of the above repairs, fore peak tank and D.B. Tanks in way of repairs tested and steering gear tried with satisfactory results.

DAMAGE (H) situated on starboard side shell aft on R.Q. Pl. sheer & strake below. Shell and internal structure in way examined on account of damage.

REPAIRS (Shell plates numbered from aft).

Faired in place:- F2; G2,3.

(3)

On completion of these repairs, shell plates hose tested and found satisfactory.

NOW DONE for SPECIAL SURVEY

Vessel placed on slipway. Bottom and rudder (removed and replaced^{as above}) cleaned, examined and coated. Anchors and cables ranged and examined.

The holds, peaks, bunkers, engine and boiler spaces cleared, cutting removed as required. Steelwork examined throughout, scaled and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of sidelights examined.

All double bottom tanks and fore and after peak tanks examined internally and tested.

Decks, chain locker, masts and rigging (report attached), hatch coamings, covers and supports, tarpaulins, cleats and battening arrangements, ventilator coamings and covers, steering gear, spars and auxiliary gear, windlass, hand pump, air and sounding pipes and plating plate examined.

Freeboard Renewal Survey carried out and freeboard verified. "BC" markings altered to "L.R."

REPAIRS (Shell plates numbered from forward)

Shell (note: Shell was found set in on "D" strake plates, port and starboard, where welded rubbing plates were fitted between frames. These rubbing plates now removed and repairs effected as under. Rubbing strip "B" x "1" fitted to "D" strake, fore & aft, port and starboard, on completion of repairs).

Port

Starboard.

Faired in place

D5,6,7,8,9

D8,9.

Removed

-

D5,6,7.

Main Frames 3 in way D5, 3 in way D6, 2 in way D7 faired in place, starboard side.

No. 1 Hold Tank top - 2 plates removed, faired and refitted, 2 faired in place.

In D.B. tank - nos. 2,3 floors, starboard side, faired in place.

6 floor top bars faired in place.

2 pillar bottom brackets and 6 pushhead angle bracket stays removed.

No. 2 Hold Tank top - 6 plates removed, 4 faired in place.

In D.B. tank - 14 floor top bars, 2 centre keelson and 2 side keelson top bars faired in place.

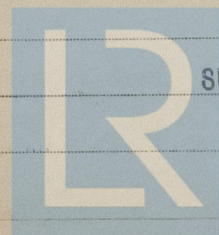
Yale Deck - 1 plate (starboard side stringer) faired in place and stringer angle in way cropped and part removed.

No. 2 Hatch - 1 hatch web and top bars removed and faired.

Steering Gear - Chains removed, fired and examined, blocks opened out & examined & replaced.

A number of minor repairs were also effected.

There remain a number of very minor incidents on bottom shell, but these are considered of such minor nature as not to merit notation in the Special Reasons List.



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