

(Received at London Office WED. JUN. 17. 1914)

No. 66263

# PORT of SURVEY for REPAIRS, &c.

Report... JUN 16 1914 Port of NEWCASTLE-ON-TYNE.  
Survey held at Wallsend Date, First Survey 3<sup>rd</sup> Mar Last Survey 13<sup>th</sup> Jun 1914  
On the Wood, Iron or Steel S. S. Tegucigalpa Master A. Hurry  
Built at Aberdeen By whom Haul Russell & Co When 1897  
Owners Vaccaro Bros & Co Port belonging to Ceiba S. H.  
Owners' Address Swan Hunters  
Laid Afloat or in Dry Dock? Both Name of Dock Pontoon Destined Voyage Ceiba - S. H.

Capacity tons. FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report, No. 76178 Port Lon

CHARACTER	Year Assigned	Machinery and Boiler
For Special Survey		Surveys
Date of last Survey and of Periodical Surveys.		(including date of N.B. if any).
+ 100 A.1		+ LMC 1-11
Shaw 8 11-13		BS-3 13
SS Lon 2-3-4-10		NS 11-13

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from repairs due to other causes; as being detailed in the body of the report, should be summarized in the form shown below. Whenever the out of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on of this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified 4 1/2 ins.

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 not. Yes - not at present required. Was a damage report made by anyone else? If so, by whom? No.

OR EXAMINATION AS PER RULE, FOR Special Survey 2<sup>nd</sup> N<sup>o</sup>. 1. Damage (cause known) & alterations N<sup>o</sup>. 1. Now done

Vessel placed in dry dock, the bottom & rudder, cleaned & examined. The holds & peaks, cleared & examined & all close in on tank top & bilges removed, and all tanks tested with water pressure as required by the Rules & examined internally. Fire & Boiler Space & coal bunkers cleaned out & examined (all ceiling lifted) framing & both surfaces of the outside plating, exposed, cleaned & examined. All decks examined, chain cables ranged, anchors

OF DAMAGE REPAIRS :-		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-							
ved	...	✓	✓	✓	✓	✓	✓	✓	Bridge Keel repaired							
oved and Fair or Repaired	...	8														
ed or Repaired in place	...															
CONDITION OF THE		Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?		
Decks	good	good	yes	yes	good											
Stenings	u	u	u	u	u											
ing	u	u	u	u	u											
ditto	u	u	u	u	u											
& Crutches	u	u	u	u	u											
ames	u	u	u	u	u											
	u	u	u	u	u											
		Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking ditto	Treenails ditto	Breasthooks & Stemson ditto	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings ditto	Ditto ditto at other places ditto	Stringers, Clamps & Shelves ditto	Salting ditto
	good	u	u	u	u	u	u									

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

This vessel is now in a good & efficient condition, & is eligible in our opinion to remain as classed, with fresh record of Survey 6-14 with the notation of S. S. Nwc N<sup>o</sup>. 1-14. subject to the cargo doors in No 2 tween decks being re-tested & made satisfactory.

Survey Fee (per Sect. 11 ss) £ 5 : 10 : 0  
Special Damage or Repair Fee (if any) (per Sec. 20) £ 2 : 2 : 0  
Resurveying Expenses (if chargeable) £ 15 : 15 : 0  
Bond-Surveyor's Fee (if any) £ 0 : 0 : 0

Fees applied for, JUN 18 1914

Received by me, 20/6/14

John F. Isherwood J.S. Skute  
Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute

TUE JUN. 23 1914.

HULL CERTIFICATE  
EXPIRES 29/6/14

Character Assigned

S. S. Nwc 1-14 + L.M.C. 6-14  
subject to N.B. 13-6-14

JUN 25 1914

Lloyd's Register  
Foundation

NWC 876 - 0081/14



examined & found or placed in good working order, chain locker examined & cables replaced.  
The masts, spars & general equipment examined (masts don't  
Hatches, & hatch fore & afters &c examined  
The Steam Steering gear & its connections, the steering rod  
chains, blocks, rudder quadrant, tiller, steering gear,  
windlass, pumps, watertight doors, air & sounding pipes  
doubling plates under sounding pipes examined & made good  
Trebord verified & rigging examined  
Repairs due to wear & tear now done  
The framing & both surfaces of outside plating, scaled &  
recoated where necessary  
Two wasted shell plates on Starboard side in way of ash  
shoots renewed & one partly doubled  
One <sup>shell</sup> plate renewed on Star<sup>d</sup> side in way of Bridge & Van Deck  
Rudder lifted & rebushed.  
Chain locker Two doublings fitted on fore peak bulkhead &  
three stiffeners renewed, brackets to stringers repaired &  
two local doublers fitted to shell in way of local wastage  
Boiler Space 15 Reverse frames cropped & part renewed between  
upper side stringer & Spar Deck & lower side stringer & Spar deck  
with satisfactory shift of butts, & 7 frames cropped & part renewed  
all on Port side. On Star<sup>d</sup> side 13 Reverse frames cropped & part

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

## ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

renewed between Lower Side Stringer & Spar Deck.  
Web frames & Side Stringers part renewed, Strong beams repaired  
New boiler stools fitted  
2 lengths each of top & bottom bars of Centre Keelson renewed &  
side plate part renewed  
Inne Side Keelson Port. 2 lengths of angle on top of floors, 1 bulb plate  
& 5 intercostals renewed & 2 lengths of angles 1 bulb plate & 6 intercostals  
renewed on Starb<sup>d</sup> Side  
Outer Side Keelson Port. 2 lengths of top angles & 5 intercostals renewed  
& 2 lengths Top angle & 6 intercostals renewed on Starb<sup>d</sup> Side

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE

1 2 7  
S. S. <sup>1</sup> <sup>2</sup> <sup>7</sup> <sup>4</sup> <sup>5</sup> <sup>6</sup> <sup>7</sup> <sup>8</sup> <sup>9</sup> <sup>10</sup> <sup>11</sup> <sup>12</sup> <sup>13</sup> <sup>14</sup> <sup>15</sup> <sup>16</sup> <sup>17</sup> <sup>18</sup> <sup>19</sup> <sup>20</sup> <sup>21</sup> <sup>22</sup> <sup>23</sup> <sup>24</sup> <sup>25</sup> <sup>26</sup> <sup>27</sup> <sup>28</sup> <sup>29</sup> <sup>30</sup> <sup>31</sup> <sup>32</sup> <sup>33</sup> <sup>34</sup> <sup>35</sup> <sup>36</sup> <sup>37</sup> <sup>38</sup> <sup>39</sup> <sup>40</sup> <sup>41</sup> <sup>42</sup> <sup>43</sup> <sup>44</sup> <sup>45</sup> <sup>46</sup> <sup>47</sup> <sup>48</sup> <sup>49</sup> <sup>50</sup> <sup>51</sup> <sup>52</sup> <sup>53</sup> <sup>54</sup> <sup>55</sup> <sup>56</sup> <sup>57</sup> <sup>58</sup> <sup>59</sup> <sup>60</sup> <sup>61</sup> <sup>62</sup> <sup>63</sup> <sup>64</sup> <sup>65</sup> <sup>66</sup> <sup>67</sup> <sup>68</sup> <sup>69</sup> <sup>70</sup> <sup>71</sup> 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Continuation of Report No. 66213 dated 13<sup>th</sup> Jun 1914 on the

Reverse frames on 8 floors renewed & remainder repaired with rider plates where found necessary.

Cross Bunkers up to Spunk 4 reverse frames on Port side 6 on Starb<sup>d</sup> side repaired with cover bars. bosomed on to reverse frames, and a doubling plate fitted on tank top from margin to margin

Side Bunkers 3 reverse frames repaired with cover bars on Port side & 5 on Starb<sup>d</sup> side, side stringers & web frames repaired

Engine Room 3 reverse frames repaired with cover bars behind oil tanks on Port side & repairs effected to web frame, side stringers & reverse frames behind exhaust tanks.

In tween decks above Engine Room way of discharge valves on Port side 3 reverse frames repaired with cover bars & stringer plate doubled. & stringer bar partly renewed.

Deck plates 10 deck plates renewed on main deck between partition bulkhead on N<sup>o</sup> 92 frame & <sup>about the</sup> after end of N<sup>o</sup> 2 hatchway

In tween decks above Engine room 3 main deck plates on Starb<sup>d</sup> side & 5 deck plates on Port side renewed

2 deck plates renewed on Starb<sup>d</sup> side of Spar deck in way of boiler space & 2 plates doubled on Port side alongside Donkey boiler house. Cross bunker hatch coaming on main deck renewed.

In N<sup>o</sup> 3 tween decks 4 frames on Port side & 3 on Starb<sup>d</sup> side repaired by bracketing to deck.

Ridley top renewed & a quantity of minor repairs effected to casings.

Donkey boiler floor 2 plates renewed & 2 doublers fitted & casing coamings cropped & part renewed.

A number of hatch fore & afters renewed & hatches renewed or repaired as found necessary, hatch webs repaired nearly the whole of the rigging renewed.

Wood sheathing on Spar deck partly renewed

Air & sounding pipes part renewed.

ement throughout renewed where found necessary.

A number of minor repairs effected.

Watertight bulkhead removed from 100 frame to 92 frame & plates & a number of stiffeners renewed.

Partition bulkhead removed from 92 to 84 frame with 17 new plates & a number of new stiffeners fitted

Two bridge side frames renewed in way of new shell plate (No strike to 11) & efficiently bracketed to deck.

Cloze ceiling throughout relaid with part new. *MS*



Alterations This vessel has been fitted out for carrying bananas without refrigeration. New boilers have been fitted necessitating the cutting away of part of the main deck plating. Heavy stringer to has been fitted in way of this increased opening, and the work satisfactorily carried out as shewn on the approved plan & in accordance with the Secretary's letter of 17-3-14

Three cargo doors each side have been fitted in shell in way of tween decks & the work satisfactorily carried out as shewn on the approved plans & in accordance with the Secretary's letters of 28.3.14 & 8-4.14

Doors on completion satisfactorily hose tested. (See Page 5)

Two ventilation tubes, efficiently supported, have been fitted to Stokhold, through new position of cross bunker and watertight doors have been <sup>fitted</sup> at end on the watertight bulkhead

Two watertight doors have been fitted on the after engine room bulkhead and two on watertight bulkhead between N<sup>o</sup> 1 & 2 holds

2 Hinged doors, with rubber joints have been fitted to bulkhead between N<sup>o</sup> 1 & 2 tween decks, with efficient means of closing by turnbuckles

All these watertight doors have been satisfactorily tested. Additional ventilators have been fitted into holds & tween decks, & the work in connection with these satisfactorily carried out  
(See back of Report)

A stockless anchor has been placed on board and a new hawse pipe satisfactorily fitted on Port Side for taking same.

Watertight bulkhead has been removed from Frame 100 & refitted on frame 92, part of bulkhead wing plates left on frame 100 & fitted with strong face angle to form a web which is efficiently connected to side stringers by semi-diamond plates

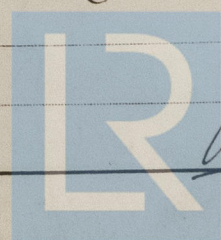
Partition bulkhead on 92 frame removed, <sup>& fitted</sup> to 84 frame as per approved plan & Secretary's letter of 17-3.14

Side bunker casings have been removed from Engine room pillars have been fitted in place of same

Damage (cause unknown) Repairs now done.

About 20 feet of flat plate bilge keel taken off, faired & replaced & about 40 feet faired in place <sup>on Starboard side</sup>. About 60 feet plate bilge keel renewed 30 feet faired in place on Port Side

G & H N<sup>o</sup> 1 Starb<sup>d</sup> faired in place G & H N<sup>o</sup> 7 Starb<sup>d</sup> faired in place on Port Side G N<sup>o</sup> 1, D N<sup>o</sup> 2, F N<sup>o</sup> 1 <sup>plate in H Stake</sup> (way of boiler room) faired in place.



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Cargo Doors :-

The six large cargo doors were submitted for close testing on Friday 5<sup>th</sup> inst., when the two in No 2 tween decks were found not to be quite satisfactory. The vessel went on trial on the following day & through a misunderstanding these tween decks were filled up with coal before she returned to the repairer's works for completion. On consultation with the superintendent he regretted the incident & stated that on the vessel's arrival in the United States after leaving Ceiba, S.H. where she is at present bound, he would have the matter attended to.

As the doors are in the meantime efficient for the voyage, it is submitted that the above arrangement be favourably considered.

J.S. Shute.



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