

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Hulltown on Tyne

Date, First Survey

(No. of Visits

Last Survey

30 May

1930

66616 on the Wood, Iron or Steel

S.S. "CADILLAC"

TONNAGE

GROSS 12074

UNDER DEK 9024

NET 7560

Built at

Newcastle

By whom

Palmers Co. Ltd.

When

YEAR

MONTH

1917 12

Owners

Anglo-American Oil Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

J. Hamilton

Port belonging to

Newcastle

Surveyed Afloat or in Dry Dock?

In dry dock

Name of Dock

Palmers

Destined Voyage

Gulf of Mexico

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., if any).+ 100A1 shelter dk
with fwd
8-29

+ L.M.C.

SS. Shl No 2.27

BS 8-29

Carrying petrol in bulk

MS 2-27

Fitted for oil fuel 12-17

C.L 8-29

F.P. above 160°F

Last Report, No.

13983

Port

Mdb

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 date 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 } 12 ft. 9 ins.
painted on Ship and now verified }

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S.S. No 3

Vessel placed in dry dock stern first. Hull divided into three portions by burning thro' shell and decks & in way of cofferdams at forward and aft ends of cargo tanks. The forward portion was ballasted and floated out, the midship portion (cargo tank portion) was floated out and ultimately broken up. The after portion - machinery space, oil fuel bunkers & aft peak was ballasted and left on blocks. The midship portion - as per previous survey reports - was in a generally seriously wasted condition. A new midship portion of same dimensions & form as original portion but of scantlings and arrangement as shown on approved plans

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Di. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
PRESENT CONDITION OF THE								
Decks	good	State if Tanks have been examined inside	yes	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on feet).	Year
Caulking of Decks	good	State if Tanks now tested	yes	Engine Room Skylights	good	When put on, Month		
Coamings	good	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	good	Boats	good	
Beams & Fastenings	good	Ceiling	good	Scuppers	good	Masts, Yards, &c.	good	
Outside Plating	good	Cement or Asphalt	good	Cargo Hatchways	good	Condition, how ascertained	2 masts removed & ashore	
Breasthooks	good	(State which.)	good	Hatches	good	(State if wedges removed)	4	
Transoms	good	Rudder	good	Planking of Wood Vessels	good	Sails		
Frames	good	Steering gear and its connections	good	Caulking	ditto	Equipment letter	9 T	
Reverse Frames	good	Windlass	good	Treenails	ditto	Anchors, No. of	38. 15.	
Longitudinals	good	Have Pumps now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes	
Transverses	good	Have Sluice Valves now been examined and found efficient?	yes	Transoms, Pointers, & Crutches ditto	ditto	length	330	size 2 1/2
Floors	good	Have Watertight Doors now been examined and found efficient?	yes	Timbers of Frame at openings ditto	ditto	Rule length	330	size 2 1/4
Keelsons	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Ditto ditto at other places ditto	ditto	Hawser & Warps	good	
Stringers	good			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	good	
Inner Bottom Plating	good			Salting	ditto			
				(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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good efficient condition and in our opinion eligible to remain as classed, and to have record of survey 5-30 new and notation of S.S. New, N°3, 5-30; suitable notation for the renewal of midship portion to be made in Register Book, such as (CARGO TANKS RENEWED 1930)

Survey Fee (per Section 20)

£ 300 : 0 : 0

Including Machinery

Special Damage or Repair Fee (if any)

£ : :

Travelling Expenses (if chargeable)

£ 7 : 7 : 0

Second Surveyor's Fee (if any)

£ : :

Fees applied for

10 JUN 1930

Received by me

1-8-1930

Surveyor to Lloyd's Register of Shipping.

WED. 27 MAY 1930

Committee's Minute

TUE. 17 JUN 1930

Character Assigned

100A1

S/N 330

Shelter dk. w. fwd.

+ L.M.C. 5-30 subject

S.S. N°3-5-30

Carryng. petrol. in bulk

Note Midship portion (cargo

Fitted for oil fuel

Note Midship portion (cargo

tanks) renewed 1930.

CERTIFICATE WRITTEN

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Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

Newcastle

W379-0047-13

SS "CADILLAC"

has been built on the stocks. All tanks in this portion that could be completed were filled and tested on the stocks in accordance with the rules. The new portion was launched & floated into dry dock in position to join the after portion. The original forward portion was then floated into dry dock in position to join the new midship portion. The three portions were then permanently connected together by new shell plating, deck plating, stringers, longitudinals, cofferdam webs, trunk side plating, centre line bulkhead & all butts being shifted as approved and to our satisfaction. Cargo pipes and other deck pipes removed from old portion refitted in new portion with part new as found necessary. Masts removed from old portion and refitted in new with new rigging and new topmasts. The forward bridge house comprising Captain's and officers rooms, saloon, boat deck & navigation bridges and houses was cut loose from old portion in dry dock, launching ways laid from ship to dock side and the house launched to dock side. It was then launched aft one cargo tank length and finally launched into new portion on new portion. New foundation bars fitted and other deck connections renewed.

The original end portions were then submitted to all the requirements of S.S. N° 3. Peaks, Peak tanks, chain locker, fore deep tank, oil fuel bunkers, cofferdams, machinery spaces, double bottom tanks under machinery, crew quarters & store rooms cleared, all rust removed from outside of shell and rudder & these parts and spaces examined, riveting in tank spaces hammer tested; all cargo tanks in new portion not tested on stocks filled and tested to rule head, all oil & water carrying spaces in original parts filled & tested to rule head, all decks examined, chain cables ranged and examined, casings, hatchways & covers, ventilators reexamined, W.T. doors, plating under sidelights, air sounding pipes, cargo pipes, windlass and steering gear examined. Freeboard marked on vessel's sides and verified.

It was not found necessary to have shell of old portions drilled for anchors but thickness of a few plates in peaks was ascertained and found quite satisfactory.

The indented keel plates N° 1 & plate A 2 on port side were examined & as the indentations are slight & in no way impair the vessels efficiency it was not considered necessary to have them fair.

The lower part of rudder has been removed and new main piece and pintles fitted, rudder reshipped and adjusted.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

W370-00472/3

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Lloyd's Register Foundation

S.S. "CADILLAC"

Near Star Repairs:- Both topmasts and all standing rigging renewed, foundation bars of No. 1 hatchway, of Engine Room Casings + of hatchways to tween deck spaces at sides of tanks renewed, Casings repaired with doublings where wasted in way of steam pipe flanges, a few planks of wood decks over accommodation renewed and decks caulked, brackets in fore peak tank connecting longitudinals to bulkhead renewed, 3 lengths side longitudinals in crew quarters starboard side renewed. One shell plate in fore deep tank port side found slightly fractured. Fracture repaired by electric welding and inside doubling bar, making in my opinion a satisfactory permanent repair.

A considerable number of rivets in peaks, fore deep tank + oil fuel bunkers renewed + caulking of shell bulkheads made good. A number of minor repairs + renewals carried out

L.H. — A.B.H.

RETAIN

W370-0047 313