

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21/7/41 When handed in at Local Office 22 FEB 1941 Port of Liverpool
 No. in Survey held at Liverpool + B'head Date, First Survey 10/12/40 Last Survey 19/2/1941
 Reg. Book. Y3110 on the Wood, Iron or Steel Be. "DEMETERTON" (No. of Visits 19)

TONNAGE:— Built at Sunderland By whom Short Bros. Ld. When 1926 2
 GROSS 5251 Owners Charlton Ld. Co. Ld. Owners' Address ✓
 UNDER DK 1792 Managers R. Chapman & Son (if not already recorded in Appendix to Register Book).
 NET 3244 Port belonging to Newcastle

Surveyed Afloat or in Dry Dock? Both Name of Dock Bidston Dock B'head Destined Voyage ✓
 C/D B/D B/a feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons

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 7.40 : LMC 12.38
 SS 12.38 1.40
 TSCN. 2.40.

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 10112 Port Mch.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys 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 painted on Ship and now verified 6 ft 14 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

Vessel stated to have sustained damage through (1) carrying ore on three voyages in succession, two from Norriik and one from Wabna, New Brunswick, over a period April to July 1940, continuously and encountering heavy weather (2) heavy weather whilst on a voyage from Transilva to L'pool on Oct. 26th 1940, and (3) every action on Dec. 20th & 21st whilst lying in B'head D.D.

Vessel placed in drydock, bottom and side plating and rudder cleared, examined and recoated.

Now done.

Damages ①+②. On examination found that the plating of the upper deck at the forward corners of the trunked hatch to No. 3 Hold in the Bridge Tween Dk. was fractured,

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1 part	✓	✓	✓	✓	Locally damaged	3+1 pt.	Deck girders renewed, etc.
Removed and Fair'd or Repaired	1	✓	✓	✓	✓	✓	✓	Other plating and stiffeners fair'd (see report)
Fair'd or Repaired in place	1	✓	✓	✓	1	✓	✓	

PRESENT CONDITION OF THE		P. T. O.	
Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or I.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u> </u> Year <u> </u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed)
Frames <u>good</u>	Have pumps been examined and found efficient? <u>no</u>	Planking <u>✓</u>	Equipment letter <u>2</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>2 B 15</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>no</u>	Treenails <u>✓</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>no</u>	Breasthooks & Stemson <u>✓</u>	" length <u>stated complete</u>
Floors <u>✓</u>	Have Tanks been examined internally? <u>no</u>	Transoms, Pointers & Crutches <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>
Keelsons <u>✓</u>	Have the Tanks been tested? <u>yes. No 2+3</u>	Timbers of Frame at openings <u>✓</u>	Chain Locker <u>✓</u>
Stringers <u>✓</u>	Air and Sounding Pipes <u>good</u>	" " at other places <u>✓</u>	Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating <u>where exposed good</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>good</u>
Salting (State if examined.) <u>✓</u>		Sails (State if examined.) <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 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, so far as now seen, is in an efficient condition, and eligible in our opinion to remain as now classed with fresh record of survey Bkn. 2.41.

Survey Fee (per Section 29) £ ✓
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 26 5 0
 Travelling Expenses (if chargeable) £ ✓
 Second Surveyor's Fee (if any) £ ✓

Committee's Minute LIVERPOOL
 Character Assigned 100A1
 Subject

Fees applied for, 17 MAR 1941
 Received by me, AS Jackson & SB Lumsden
 Surveyors to Lloyd's Register of Shipping.

18 MAR 1941
 © 2020 Lloyd's Register Foundation
 W383-0181

If so, in the Report sent non, or when still it be sent?

As Certificate required? If so, to be sent to

the angles at the after corners started, the girders P.T.S. forming the lower sides of the trunked hatch fractured, the girders under the bridge deck from the aft side of the trunked hatch to the boiler casing fractured, and the plating of the bridge and upper deck buckled between the beams.

The athwartship plate at the fore end of the trunked hatch on the upper deck was renewed, the fractured plating at the forward corners cut away and replaced by combined plating and corner doubling with double riveted corner angles. One plate adjacent to the corner doubling on S side renewed.

At the after corners the angles were cropped and part renewed by double riveted angles after the plating had been built up by E.W.

The fractured girders P.T.S. under the upper and bridge deck were renewed.

As it was not possible to deal with the buckled upper and bridge deck plating additional stiffening was provided by fitting quarter girders P.T.S. those under the bridge deck being pillared at half length to the bulkhead between Nos 2+3 Holds, and those under the upper deck were secured to the end bulkheads of No. 3 Hold.

Damage ③ Shell plating S side in way of No. 2 Hold.

First strike below sheerstroke, No. 4 plate from forward scored rivets renewed as necessary.

No. 8 plate from forward badly punctured and indented, faired in place and doubling plates welded on inside between frames.

2nd strike below sheerstroke, Nos. 7+8 plates from forward badly perforated and indented, centre portion of the two plates cut away

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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

and renewed, buttstraps fitted on inside, butts veed out and electrically welded.

3rd strike below sheerstroke, No. 8 plate punctured and indented removed for access for 7+8 plates and punctures welded up or locally doubled in shop, and refitted.

Butt of No. 7/8 plates sprung, rivets renewed and butt recaulked.

Remainder of shell plating and framing in the region of after end of No. 2 Hold faired as required, protruding material heated

DEMETERTON

and hammered back or chipped, remaining cavities filled by E.W.

On bridge deck fore end plate of stroke next to stringer holed, now turned fair and heavy doubling plate fitted. Riveting in adjacent beams hammer tested and slack rivets renewed.

Bridge Str. stringer plate faired in place adjacent to hole.

Upper deck plating in bridge, fore end plate in stroke next to stringer hole turned fair and heavy doubling plate fitted full width of plate extending from toes of bridge front stiffeners to fore end of overlap at after end of plate.

Second plate in stroke next upper deck stringer badly punctured now renewed, trimming hatch removed for access and replaced.

Second plate in second stroke from stringer slightly punctured, now locally doubled.

Second plate in third stroke from stringer badly punctured and rivets sheered in deck connections of girders underneath, now cropped and part renewed.

Girder under upper deck at after end of No. 2 hold badly buckled, part renewed.

Divisional bulkhead between No. 2+3 Holds badly punctured on starboard side and belied aft. Bulkhead stripped, stiffeners removed, faired and refitted. Perforation in plating filled in bolts or bolted patches as a war emergency measure.

Riveting of boundary truss at deck head and tank top hammer tested and defective rivets renewed. Wing plate at turn of bilge faired in place.

Centre line bulkhead, after portion in No. 2 Hold, stiffeners removed faired and refitted, and rivets in deck head and tank top renewed where found slack. Hold ladder faired and refitted.

Watertight bulkhead between No. 1+2 Hold punctured and indented P.T.S. of centre line bulkhead, indents faired in place and local doubling plates welded over punctures.

Local doubling plates fitted to D.B. tanks in way of No. 2+3 Holds, and No. 2+3 D.B. tanks tested and found tight.

Repairs as necessary effected to navigating bridge, captain's deck and chief officers room effected by blast or bomb.

Decks, hatch coamings, casings and ventilators examined and found in order.

Compensation fitted to upper deck stringers were cut for degenerating pipes.

Requirements of an Annual Lead Line Survey carried out and repair as necessary effected to wood hatch covers, cleats, forward poop doors, and side portlights.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

