

t. S.

(Received at London Office

JAN 31 1939

No. 97116

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report..... 10..... When handed in at Local Office..... 30/11/39 Port of..... NEWCASTLE-on-TYNE

No. in Survey held at *North Shields* Date, First Survey *18 Jan 1939* Last Survey *26 Jan 1939*
Reg. Book. *12116* on the *Wood, Iron or Steel* *CHEYENNE* (No. of Vessels *8*)TONNAGE:— Built at *Newcastle* By whom *Palmer's Co. Ltd.* When *1930* MONTH *11*
GROSS *8825* Owners *Anglo-American Oil Co. Ltd.* Owners' Address
UNDER DEK. *8084* Managers *F. J. Wolfe* (if not already recorded in Appendix to Register Book).
NET *5267* Port belonging to *Newcastle*.Surveyed Afloat or in Dry Dock? *Drydock* Name of Dock *Smiths Dock Co.* Destined Voyage
WB=CellDBorDBa 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)Last Report, No. *1661* Port *H/S*

Periodical Surveys, when held, must be reported in detail and serially 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

yes, not required Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage and part Special Survey No. 2.*

Damage stated to have been caused by grounding at Spodsbury-5th January 1939.

Vessel placed in drydock, bottom and under cleaned and examined, no damage apparent except odd loose rivets in ridge keels which have now been renewed.

Part S.S. No. 2- Vessel placed in drydock, bottom and under cleaned, examined and now in good order and coated.

Examined - Hold, decks, tween deck, chain locker, anchors & cables, forepeak tank internally, fore peak spaces, after peak tank internally, after peak spaces, F.W. double bottom tank in engine room, hatchways, coxles & fastenings, air & sounding pipes as they apply, Ventilators, freeboard tanks. Ceiling removed as required.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								<i>as report</i>
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes.	Copper, or Y.M. of Wood Vessels
<i>Good</i>	<i>as report</i>	<i>part examined good</i>	(State if on felt.)
Working of Decks	<i>as report</i>	Dblng. Plates under Sounding Pipes	When put on, Month
Paintings	<i>part examined good</i>	Engine Room Skylights	Year
Frames & Fastenings	<i>part examined</i>	Cool Bunkers, Open'gs, Lids, &c.	Boats
Side Plating	<i>part examined</i>	Oil Bunkers	Masts, Yards, &c.
" " in way of sidelights	<i>part examined</i>	Scuppers	Condition, how ascertained
Fastenings	<i>part examined</i>	Cargo Hatchways	(State if wedges removed)
Stanchions	<i>part examined</i>	Hatches	Sails
Frames	<i>part examined</i>	Planking of Wood Vessels	Equipment letter
Transverse Frames	<i>part examined</i>	Caulking	Anchors, No. of
Longitudinals	<i>part examined</i>	Treenails	Chain Locker
Reverses	<i>part examined</i>	Breasthooks & Stemson	Cables (State if now ranged)
Frames	<i>part examined</i>	Transoms, Pointers, & Crutches	" length <i>300 ft</i> mean diam <i>2 1/2 in</i>
Frames	<i>part examined</i>	Timbers of Frame at openings	" Rule length <i>300 ft</i> size <i>2 1/2 in</i>
Frames	<i>part examined</i>	Ditto Ditto at other places	Hawser & Warps
Frames	<i>part examined</i>	Stringers, Clamps & Shefts	Standing and Running Rigging
Frames	<i>part examined</i>	Salting	
Frames	<i>part examined</i>	(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.

This vessel so far as seen is now in good condition, and is eligible in our opinion to remain as classed, fresh record of Survey and notation of S.S. 8825, 1939 to be deferred until the Survey is completed.

Survey Fee (per Section 20) *S.S. No. 2* £ 28 : 10 : 0 Fees applied for, 19.....
Additional Damage or Repair Fee (if any) (per Sec. 20) £ 2 : 2 : 0 Received by me, *22/2/39*
Travelling Expenses (if chargeable) £ : : :
And Surveyor's Fee (if any) £ : : :
Surveyor to Lloyd's Register of Shipping, *E. H. Dean & 4, Campbell*

Committee's Minute *10 FEB 1939*
Character Assigned *Deferred for 1/39*
Lloyd's Register Foundation

"CHEYENNE".

For deep tanks, fore cofferdam, pump room, and all cargo oil tanks examined. F.W. double bottom tank in engine room, fore & after peak tanks tested; all cargo oil tanks except, 1, 3, 8 & 10 centres and wings tested. Forward cofferdam tested. Annual pressure survey carried out.

Repairs WOT. 2 horizontal stiffeners removed to arch webs at top in hog wing tanks p.r.s. A number of rivets on bottoms of hog wing tanks p.r.s. removed on account of corroded heads. A number of leaky rivets about shell generally cut out and renewed and leaky caulking of seams and bulkheads overhauled and made good. Access covers of rudder bearings removed and fastenings overhauled and made good. Slight flaw in shell plate D 4 from aft, port side in way of engine room now built up by E. Welding and reinforced by an efficient T bar bracket connection in way.

To complete the Survey:- oil fuel bunkers to examine and test, all double bottom tanks in engine room except Fresh Water D.B. to examine and test. After cofferdam to examine and test. No 1, 3, 8 & 10 cargo ^{at} tanks wings & centres to test. Machinery space to be examined. Donkey boiler flat to be examined. Masts and rigging, boats, windlass, steering gear, pumps, air and sounding pipes as they apply, plating in way of sidelights to be examined. (Freight removal to be carried out. See above.)

E.H.D.