

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26 Sept. 1919 When held in at Local Office 26 Sept. 1919 Port of CARDIFF

No. in
Reg. Book.

Survey held at

Date, First Survey

Last Survey

1919

20681 on the Wood, Iron or Steel

"MESSINA"

(No. of Visits)

Master

TONNAGE:-

Built at Newcastle

By whom South S. A. Co. Ltd.

When 1911 3

GROSS

UNDER DE.

Owners

Owners' Address

Port belonging to H. Harlepool

NET

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 41251

Port

26 pp.

CHARACTER
For Special Survey,
Date of last Survey and of
Periodical Surveys

100A/ 3.16.
S.S. Lm. No. 15

Machinery and Boiler
Surveys
(including date of N.B., if any).

L.M.C. 4.15.
B.S. 5.18.
T.S. 4.17

Society's Freeboard (if assigned) as
painted on Ship and now verified

5 ft. 9 in.

In 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?

Yes. Not required

Damage, and Part S.S. No. 2 (Am. 3.19).

In Rpts. Nos. 79706, 80904 &c.

Damage through grounding at Kewchadown Head 20 Feb. 1917 and at Hull 22 Dec. 1917. Vessel examined in dry dock, cables ranged, rudder lifted & rebushed, steering gear & connections overhauled; else being lifted, WB Tanks and after peak tank tested and examined internally. Bottom plating found worn in less damaged in places & now repaired as follows: In flat keel strike 1 plate (No. 13) removed, 5" plates (8.9.10.11.12) removed paired and refitted, 1 plate paired in place and riveted. On port side 10 plates (A8. A9. B7. B8. B11. C3. C5. C7. C8. C11) removed paired & refitted, 2 plates (A1. A2) paired in place. (P.T.O.)

STATE OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
removed	3	—	—	5	—	—	—	Rudder, Stern, Stern frame, etc.
removed and Paired or Repaired	22	14	—	8	31	—	12	Keel plates, Center girder, etc.
paired or Repaired in place	9	62	—	30	2	—	8	Deck plates, Hatch covers, etc.

CONDITION OF THE

Good	Stringers	Good	Dblg. Plates under Sounding Pipes	Good	Copper, or I.M. of Wood Vessels	✓
of Decks	Inner Bottom Plating	Good	Engine Room Skylights	✓	(State if on Felt.)	✓
Yes	State if Tanks have been examined inside	Yes	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	Year
✓	State if Tanks now tested	✓	Scuppers	✓	Boats	Good
✓	Bulkheads	Good	Cargo Hatchways	✓	Masts, Yards, &c.	✓
✓	Ceiling	✓	Hatches	✓	Condition, how ascertained	Good
✓	Cement on Asphalts	✓	Planking of Wood Vessels	✓	(State if wedges removed)	Yes (Amended)
✓	Rudder	✓	Caulking	ditto	Sails	✓
✓	Steering gear and its connections	✓	Treenails	ditto	Equipment letter	✓
✓	Windlass	✓	Breasthooks & Stemson	ditto	Anchors, No. of	23. 16. 16
✓	Have Pumps now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches ditto	✓	Cables (State if now ranged)	Yes
✓	Have Sluice Valves now been examined and found efficient?	✓	Timbers of Frame at openings ditto	✓	length	270 size 2 1/4 in.
✓	Have Watertight Doors now been examined and found efficient?	✓	Ditto ditto at other places ditto	✓	Rule length	270 size 2 1/4 in.
✓		✓	Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
✓		✓	Salting	ditto	Standing & Running Rigging	✓
			(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 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, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and pxdn15, &c."

This vessel being now so far as seen in good condition, appears worthy to remain as classed, record and notation of S.S. No. 2 being deferred until the survey has been completed.

Survey Fee (per Section 195) £

Special Damage or Special Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

26 Sept. 1919

Received by me,

2/10/19

W.B.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 14 OCT. 1919

Character Assigned

Deferred for comp. No. 2

+ L.M.C. 9.19

TUE 23 DEC. 1919

TUE 6 JAN. 1920

Lloyd's Register Foundation

W853-0117 1/2

1/2 "Messina"

On starboard side 1 plate (B12) renewed, 7 plates (A2, A11, A12, A13, B10, B11, C9) removed fairied and refitted, 6 plates (A1, A4, A9, A10, B2, B3) fairied in place, stern riveting & caulking overhauled, also in way of port boss plate and upper scarp of stern frame. Right aft, 1 flat keel plate renewed, 3 centre girders intercostals (and angles) renewed, after peak bulkhead and tank end fairied in place, frame angle shoe removed. Marguerite plate (p.) repaired in place and shell legs refitted.

14 bottom frames (Sp. 11s) removed fairied & refitted, 62 (Sp. 31s.) fairied in place, including double frames.

5 floor plates renewed on port renewed (2 p. 2 s.) P (s.) removed fairied and refitted, 30 (19 p. 11s.) fairied in place, 3 intercostals renewed, 9 removed fairied and refitted, 3 fairied in place and riveted. Centre keelson bottom angles fairied in place where necessary, also floor plate of after peak bulkhead. Cement in bottom cut out and renewed, all disturbed work replaced, repairs coated and bottom painted.

Cargo damage (Lor. 79706) - Turn dk plating & beams, Cummings & set down & damaged, were repaired as follows:- 12 deck plates removed fairied and refitted, 8 fairied in place, 3 hatch beams (2 at No 2, 1 at No 3) removed fairied and refitted, 2 fairied in place. 28 half beams (14 at No 2, 14 at No 3) removed fairied and refitted, also longitudinal dk girders, in way of Nos 2 & 3 Hatches; and Cummings plates renewed of increased strength, hatch beams and angles, shoes & fairied and repaired, also several pillars; riveting and caulking of turn dk plating overhauled throughout. Repairs coated.

Part S.S. No 2 (den. 3.19): Vessel examined in dry dock, cables ranged, close ceiling lifted as per Rule (except as below), W.B. Tanks and after peak tank tested & examined internally; Bolts, turn dks, peaks, E.B. spaces & (part) Coal Bunkers examined, also decks, hatches, keels & rigging aloft, windlass, steering gear & connections, hand pumps, W.T. doors & foreboard marking, Casings, Ventilators, & General Equipment. Turn dk plating examined and overhauled, also sundry riveting in fore peak & Cross Bunkers Hatch. Cummings repaired and riveted; bridge deck & boat deck caulked, E. & B. space fittings & repaired, also helix and ballast piping and connections, windlass, Ventilators, Auxiliary steam pipe Casings, Close Ceiling sparring & shifting boards; Standing Rigging stripped & refitted.

To complete the S.S. No 2: Fore Cross Bunkers to be examined. Ceiling lifted as per Rule, & W.B. Tank (in way) tested.

W853-0172
W853-0172



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