

Rpt. 8.

(Received at London Office

8th AUG 1956

No. 25693

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st JULY 1956

When handed in at Local Office 23/7/1956

Port of GREENOCK.

No. in
Reg. Book

Survey held at PORT GLASGOW.

Date,

First Survey 30th MAY 1956 Last Survey 10th JULY 1956.

(No. of Visits 17)

03182.

on the Wood, Iron or Steel S.S. BEAULY.

TONNAGE :-

GROSS 1030.

SUMMER DWT. 1270.

NET 404.

Built at TROON.

By whom AILSA S.B. CO., LTD.

When 1924

MONTH 8

Owners W. SLOAN & CO., LTD.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock PORT GLASGOW.

Destined Voyage

Cell DBor DBa feet: uE&B feet: f feet

total capacity tons, FPT tons; APT tons; MT feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 24763 Port GLS

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
Survey
(Including date of N.B., if any).

BS *

MBS * 7/51

7/55

B.S. 5/55

S.S. GLS. 6/52

TSCL. 7/53

S.P.S. 5/50

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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 1 ft. 0 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY, R.F.S., & OIL FUEL CONVERSION.

SPECIAL SURVEY

DUE 6/56

SHIP 32 YEARS OLD.

NOW DONE

Ship placed in dry dock, Shell plating, sternframe & rudder (lifted) cleaned, examined & coated. Ship undocked 29th June 1956.

All holds, tween decks, fore & after peak spaces, transom space, engine & boiler spaces, under engines & boilers, plating in way of sidelights, overboard scuppers & discharge pipes, decks with machinery & other casings, superstructures, skylights & companionways, hatchways, covers, supports, tarpaulins, cleats & battering arrangements, anchors, chain cables, chain locker, masts (wedges removed) rigging (see attached report) steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. door, ventilator casings & covers, air & sounding pipes (striking plates fitted) P.T.O.

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								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	good.	Bulkheads	good.	Engine Room Skylights	good.	Copper, or Y.M.	
Caulking of Decks	good.	Ceiling	good.	Coal Bunkers, Openings, Covers, &c.	good.	(State if on Felt.)	
Coamings	good.	Cement or Asphalt	good.	Oil Bunkers	good.	When fitted, Month	Year
Beams & Fastenings	good.	Rudder	good.	Scuppers	good.	Boats	
Outside Plating	good.	Steering gear and its connections	good.	Cargo Hatchways	good.	Masts, Yards, &c.	good.
" " in way of sidelights	good.	Windlass	good.	Hatches	good.	Condition, how ascertained	examination
Frames	good.	Have pumps been examined and found		Planking		(State if wedges removed, wedges removed)	
Reverse Frames	good.	efficient?	Yes.	Caulking		Equipment letter	C 24 CT 1334
Longitudinals	✓	Have Sluice Valves been examined and found		Treenails		Anchors, No. of	3B, 15.
Transverses	✓	efficient?	✓	Breasthooks & Stems		Cables (State if now ranged)	Geo.
Floors	good.	Have Watertight Doors been examined and		Transoms, Pointers & Crutches		" length 210 mean diamr. 1 7/16.	
Keelsons	good.	found efficient?	Geo.	Timbers of Frame at openings		" Rule length 210 size 1 1/2.	
Stringers	good.	Have Ventilators and their Coamings been		" " at other places		Chain Locker	good.
Inner Bottom Plating	good.	examined and found efficient?	Geo.	Stringers, Clamps & Shelves		Hawseers & Warps	sufficient
Have the Tanks been examined internally?	Geo.	Air and Sounding Pipes	good.	Sanding		Standing and Running Rigging	efficient
Have the Tanks been tested?	Yes.	Doubling Plates under Sounding Pipes	good.	State if examined		Sails	✓

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."

It is submitted this ship is eligible in our opinion to remain as classed with record of locking 6/56 and the notation of S.S. P.G.L. 7/56 & O.F. 7/56.

Survey Fee (per Section 23)	£ 63 : 0 : 0	Fees applied for,	
O.F. CONVERSION.		27 th JULY 1956.	
Special Damage or Repair Fee (if any) (per Section 23)	£ 25 : 0 : 0	Received by me,	
Travelling Expenses (if chargeable)	£ :	19.	
Second Surveyor's Fee (if any)	£ :		
Committee's Minute			

Character Assigned

6.56 P.G.L.

55 P.G.L. - 7.56

Noted

for

Header

11/135* 7.56

136.5. 7.56

5/5. 7.56

Fitted for oil fuel 7.56 F.P. at 1.38

Is Certificate required? if so, to be sent to

002471-002470-0632

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

cargo battens & bilge suction examined and found satisfactory.

Freeboard renewal survey carried out and certificates issued.

Fore & after peak tanks, all double bottom tanks, O.F. bunkers & settling tanks, examined internally tested by water pressure to rule requirements and found satisfactory.

All spaces previously cleared, ceiling, lining, cement & must removed and spaces cleared as required, steelwork afterwards coated as necessary and ceiling lining and cement replaced.

Drill tests carried out as considered necessary.

REPAIRS WEAR & TEAR.

Apc peak bld., stiffness renewed.

11 11 11 stiffener top brackets renewed.

stringer bkts renewed in chain locker.

Sole piece rudder bearing built up with electric welding and rebushed.

1 shackle pin renewed in chain cable (tested material)

hold ceiling - shavving renewed as necessary.

2 vent, canvas covers & 4 air pipe canvas covers renewed.

Betting checks renewed amidships.

A number of minor items throughout ship dealt with as necessary.

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

ANCHORS.																	
Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

CHAIN CABLES.

[illegible]

RIGGING complete & satisfactory as stated on the attached report.

OIL FUEL CONVERSION

The vessel has now been converted to burn oil fuel, arrangements being made to carry oil fuel in new oil fuel cross bunkers and settling tanks, constructed in way of the original cross coal bunkers between nos. 60-65 and having settling tanks built at $\frac{1}{2}$ in line with cross bunkers. Existing coal bunkers cleaned, sealed.

with cross bunkers. Existing coal bunkers cleaned, scaled and examined and new oil fuel bunker & settling tanks constructed

Rpt. 9a

Port of GREENOCK.

3. "BEAULY.

Continuation of Report No. 25693. dated 21ST JULY 1956 on the

all as per approved plan. Bulkhead on fr. 65 wood lined on fore'd side and suitable air space provided. Sawall bars fitted to tank top as required. Existing floor 59 at fore'd end of boiler room made oil tight to form oily bidge. 4 bolted access manholes (flush type) fitted to tank top, existing coal bunker scuttles removed and openings plated over. It was not considered necessary to compensate for these manholes. 5" air pipes fitted to bunkers & settling tanks with wire gauge & canvas covers and section 20 of the rules complied with as far as they are applicable.

On completion tanks water tested to sale & found efficient.
All alterations affecting freeboard noted on form 11 (cont'd.)

RECORD FOR REGISTER BOOK

Coal bunker dispensed with and space arranged to carry oil fuel.

New oil fuel cross bunkers 10'-0" long, capacity 104 tons.

" " " settling tanks (inside bunkers) 10'-0" long, capacity 31-b tons.
O.F. 7/56.

O.F. 7/56.

INTERIM CERTIFICATE ISSUED Copy attached.

7 m R.B
OF 7, ⁵⁶
MT OF

002471-002476-0153 $\frac{2}{2}$