

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27-1-1947 When handed in at Local Office 1947

No. in Survey held at Liverpool Date, First Survey 25.7.46 Last Survey 27-1-1947

Reg. Book. 3577 on the Wood, Iron or Steel S. Munster Grange (No. of Visits 36)

TONNAGE: Built at Port Glasgow By whom Liggins Ltd. When 1942

GROSS 7046 Owners Houlder Line Ltd. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. 6574 Managers Houlder Bros & Co. Ltd. Port belonging to London

NET 4906

Surveyed Afloat or in Dry Dock? Both Name of Dock Langston Dock, Alexandria Dock, Port belonging to London

Cell DBor DBa feet; uE & B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 1966 Port BAS

(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

Society's Freeboard (if assigned) as painted on Ship and now verified 10 ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, Conversion of Vessel from Coal Burning to Oil Burning, Removal of Gunners Accommodation, Freeboard Renewal Survey and S.R.L.

Now DONE FOR SPECIAL SURVEY:—Vessel examined in dry dock, shell plating, and under cleaned and recoated.

Examined holds, decks, tween decks, engine and boiler spaces, under engines and boilers, bunkers, chain locker, anchors & cables, fore peak tank internally, fore peak spaces, after peak tank internally, after peak spaces, all D.B. Tanks internally, deep tanks, plating under sidelights, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts, rigging, windlass, steering gear and leads, ventilators, pumps, W.T. doors,

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								P.T.O.
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.	(State if on left.)	When fitted, Month	Year
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	None	Boats	Good		
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	Masts, Yards, &c.	Good		
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Condition, how ascertained	By Inspection		
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	(State if wedges removed.)	at 2		
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Equipment letter			
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Anchors, No. of	2 B. 1 S.		
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Cables (State if now ranged)	Yes		
Longitudinals	None	Have Watertight Doors been examined and found efficient?	Yes	Treenails		" length 270 mean diam. 2 1/2			
Transverses	None	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" Rule length 270 size 2			
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		Chain Locker	Good		
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Hawser & Warps	Sufficient		
Stringers	Good			" " at other places		Standing and Running Rigging	Good		
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Sails	None		
Have the Tanks been examined internally?	Yes			Settling					
Have the Tanks been tested?	Yes			(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 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 is in good condition and eligible in my opinion to remain as classed with fresh record of survey 1,47 and the notation S.S. Liv. 1,47 without restriction (Bower Anchor to supply), and "Fitted for Oil Fuel 1,47 F.P. above 150°F." inserted in the Register Book.

Survey Fee (per Section 29)	Special Survey 31 : 0 : 0	Fees applied for,	31 JAN 1947
Conversion to Oil Burning	52 : 10 : 0	Received by me,	
Special Damage or Repair Fee (if any)			
(per Sec. 29)			
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

Committee's Minute LIVERPOOL - 4 FEB 1947

Character Assigned 1.47 Liv. Subject.

S.S. LIV. 1.47 + NB (P.) made 43 fitted 47.
T.S. (N) 1.46 + NB (S) made 44 fitted 47.
B.S. 1.47. Fitted for oil fuel 1.47 F.P. above 150°F.

CERTIFICATE WRITTEN.

(in Jan 116910)

002485-002489-0035/13

Surveyor for Lloyd's Register of Shipping.

Lloyd's Register Foundation

"URMSTON GRANGE" (Continued)

S.R.L. :- Cargo battens have now been fitted port & starboard in nos 3 and 5 tween decks and no 3 Hold now converted into deep tanks for oil fuel.

It is submitted that reference to cargo battens to fit in no 3 Hold and nos 3 and 5 tweens may now be deleted.

Bower Anchor not supplied at this time.

Lisence :- Items verified on board. D. 6948.

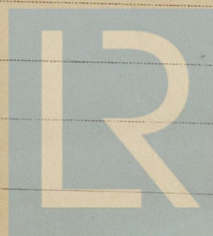
Removal of Gunners Accommodation.

This space at the after end of no 6 Tween decks now removed. Companionway, door in after bulkhead of no 6 Tween to crew space, 7 sidelights, 4 deckhead ventilators and 2 steam valves on ship's side all removed and openings plated in.

Blanks afterwards hose tested and found satisfactory.

Report C.11 (Contd) attached to Load Line Report.

Tail



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