

Now Done for Classification Survey:-

Vessel placed in dry dock. Bottom and rudder cleaned, examined and coated. The cargo hold forward, tween decks, peak spaces, pump rooms, coffer dams and machinery spaces examined. All cargo tanks, oil fuel deep tanks forward, oil fuel wing tanks in engine room, fore and after peak tanks and the double ^{bottom} tanks in way of engine room examined internally and subsequently tested as per Rule.

Gofferdams tested as per Rule. F.W. wing tank starboard side of E.R. examined internally and tested as per Rule. All tanks scaled as necessary and the fore and after peak tanks, D.B. tanks, and F.W. tanks coated with "Snowcem".

Anchor and cables (ranged) examined and verified with A.B. certificates on board, for particulars see Rpt. 1.

Chain locker examined, scaled and coated.

Decks, casings, boats, masts and rigging, hatch and ventilator coamings, closing appliances, pumps, sluice valves, air and sounding pipes, windlass and steering gear (main and auxiliary) examined.

Freeboard markings verified.

Vessel undocked 3-10-48.

Alterations.

Strapping:- The deck, side and bottom shell plating port and starboard has been cut and rivetted straps fitted in accordance with the Society's approved specification except that the deck straps are positioned between the 2nd and 3rd longitudinal from gunwale at the Owners wish in order to reduce removals of deck fittings. On completion of the work the wing tanks were retested and found or made tight.

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

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Steels															
	Kedge															

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

CHAIN CABLES.

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.
	Length.	Dia.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Dia.					
	Fathoms.	In.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	In.					

Iron Steam Chain or Steel Wire ...

Internals:- 12" x 4" channel stiffeners fitted to all centre line webs on transverse bulkheads and lightening holes closed by lap plate. At the junction of the longitudinal and transverse bulkheads additional brackets and tripping brackets have been fitted throughout in accordance with approved plan. Brackets supporting webs of transverse bulkheads are fitted with vertical diaphragms behind toes of brackets. Additional to these "T" bars have been fitted on account of small fractures to the following brackets:-

No. 5 centre tank starboard web middle bracket.

No. 6 centre tank port web top bracket.

(See Continuation).

"RED BANK".

No. 7 centre tank starboard web middle bracket.

No. 8 centre tank port web top bracket.

No. 9 centre tank port and starboard webs bottom brackets.

Repairs. Wear & Tear.

No. 6 centre tank, centre web plate and face plate faired.

All centre tank centre web plating faired for fitting of vertical stiffeners referred to above.

The transverse bulkhead webs in wing tanks Nos. 4, 6 and 9 port and starboard faired as necessary and 8" x 3 1/2" x 1/2" bulb angle stiffeners fitted and lightening holes closed by lap plates. Bottom transverses as under fractured at junction of longitudinal bulkhead webs, fractures veed out and electrically welded and straps fitted to underside of flange.

No. 3 port wing tank forward transverse.

No. 3 starboard wing tank forward and after transverses.

No. 4 starboard wing tank forward and after transverses.

No. 5 port wing tank forward transverse.

No. 5 starboard wing tank forward and after transverses.

No. 6 port wing tank forward and after transverses.

No. 6 starboard wing tank forward and after transverses.

No. 7 port wing tank forward transverses.

No. 7 starboard wing tank forward and after transverses.

No. 8 port wing tank forward and after transverses.

No. 8 starboard wing tank forward and after transverses.

In No. 4 starboard wing tank and No. 5 centre tank one longitudinal bottom frame in each tank fractured at toe of bracket to transverse, fracture veed out, electrically welded and welded straps fitted to under side of flange of frame.

At junction of the longitudinal bulkhead to transverse bulkhead "T" sections connection the welding found fractured in way of the 2nd corrugation from bottom in the following positions and fractures veed out and rewelded:-

No. 4 tank port and starboard sides at after end.

No. 5 tank starboard side at both ends.

No. 6 tank port and starboard sides at both ends.

No. 7 tank port side at after end.

No. 7 tank starboard side at both ends.

S.R.L. The 30 fathoms of chain cable have not been supplied and to complete the full equipment 60 fathoms of chain cable require to be supplied.

The indented shell plating in way of forward deep tank starboard side has now been permanently dealt with as above and this item to be deleted.

The 5' 0" high ventilator on the forecastle deck has been fitted with a bracket to the deck and an additional guard rail has been fitted to the freeboard deck guard rails between deck and first rod - these items to be deleted.

Radar equipment has now been installed supplied by A.C. Cossor and is their Cossor

Radar Marine set.

2
692524-002535-0299

N.B.-If this Report is copied by Copping 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.

THE SURVEYORS ARE REQUESTED, NOT TO WRITE ACROSS THIS MARGIN.