

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 7/12/1949 When handed in at Local Office... 1949 Port of LIVERPOOL
 No. in Survey held at Liverpool Date, First Survey 31/8/49 Last Survey 23/11/1949
 Reg. Book 60314 on the ~~Wooden~~ Steel S.S. "FRINTON" (No. of Visits... 37)

TONNAGE: — Built at Port Glasgow. By whom Lithgows Ltd. When 1942 5
 GROSS 7057 Owners Frinton Shipping Co. Ltd. Owners' Address
 UNDER DK. 6596 Managers Counties Ship Management Co. Ltd. Port belonging to Greenock.
 NET 4991 4557 (If not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? BOTH Name of Dock ALEXANDRA DOCK LANTON DRYDOCK Destined Voyage

CeLD Bor 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. 1/4 Port Bm

(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 Offered and declined

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

Was a damage report made by anyone else? if so, by whom J. B. Hennaugh's Partner

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY, RENEWAL FREEBOARD SURVEY, OIL FUEL CONVERSION, AND ALTERATIONS.

- DAMAGE:** (1) Cause unknown (See Swansea report No 23942.)
 (2) Cause unknown (See Swansea report No 23942.)
 (3) Stated sustained through striking concrete dolphin at Pepel on 7th Jan. 1947. (See Swansea report No 23958.)
 (4) Stated sustained through contact with Wharf at Sydney on 14th Feb. 1949 (See Sydney report No 22064)
 (5) Stated sustained through grounding in Estuary of River Ems near Borkum on 7th August, 1949. (See Bremerhaven report No 18A)

Now Done For Damage Vessel in dry dock. Hull and rudder examined. Double bottom

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames. (Incl. Tank Figs)	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items.
Renewed ...	2	4	✓	3	2	✓	✓	Centre girder bottom angles F.I.P. 6 beam plates OFF Green plate 4 plates and 1 plate O.F.R. Rudder bushes & locking pin 8 Port bilge rail O.F.R. 1 interstitial girder plate F.I.P. 5 frame brackets F.I.P.
Removed and Fair'd or Repaired	13	13	✓	2	4	✓	✓	
Fair'd or Repaired in place	18	10	✓	1	✓	✓	1	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	By Examination
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	(State if wedges removed.)	
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	at
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	None	Caulking		Anchors, No. of	3 B. 15
Longitudinals	None	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	Ranged
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 270 mean diamr. 2 5/16	
Floors	Good	Alr and Sounding Pipes	Good	Transoms, Pointers & Bratches		" Rule length 270 size 2 5/16	
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Chain Locker	Good
Stringers	Good			" " at other places		Hawsers & Warps	Sufficient
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Standing and Running Rigging	Good
Have the Tanks been examined internally?	Yes			Salting		Sails	None.
Have the Tanks been tested?	Yes						

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 as now seen is in an efficient condition and eligible in our opinion to remain as classed with fresh record of Survey 11,49 (undocked 4/11/49) and to have the notations SS.LIV-11,49 and "Fitted for oil fuel 11,49-F.P. above 150°" inserted in the Register and to (B) indents in stem and side shell plates (P.S.) being dealt with at the Owner's convenience (without other conditions regarding hull & bottom plating, &c.).

Survey Fee (per Section 29) Special Survey 49: : : Fees applied for, 16 DEC 1949
 Oil fuel 42 : : :
 Special Damage or Repair Fee (if any) 52 : 10 : 0
 Travelling Expenses (if chargeable) 3 : 3 : 0
 Second Surveyor's Fee (if any) : : :
 Committee's Minute

Character Assigned 11.49 Liv. (With endorsement)
 J. S. Liv. 11.49. + LMC. 11.49. T.S. 10.49.
 Fitted for oil fuel 11.49 F.P. above 150° F.

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

S.S. "FRINTON"

Oil fuel cross bunker and settling tanks, examined under pressure to rule requirements.

Shell plating not drilled.

RENEWAL FREEBOARD SURVEY held at this time. Freeboard marks verified.

Reports C11(c) and C12(c) completed and forwarded to London.

Report C11(Contd.) giving attention to Forecastle bulkhead closing appliances (weatherboards in lieu of portable steel plate) and additions to air pipes consequent to oil fuel conversion, placed on board vessel and copy forwarded to London.

Full term load line certificate and certified copy issued and amended in respect to Forecastle bulkhead closing appliances.

W. & T. REPAIRS. Minor welding and caulking effected to a few shell rivets & seams in way of N°1 & 5 D.B. tanks, and fore and after peak tanks.

Chocks & Cables:- Crown pin bolts and shackle pins of port and starboard anchors, renewed.

4 shackle pins & 16 broken studs renewed, and 37 loose studs tightened in cables.

4 small deep indents in N°4 hold tunnel side built up by E. welding. Cross bunker aft bulkhead wing plate (Ps) cropped and part renewed in way of slight buckle.

Broken cement fillers in D.B. Tanks, renewed.

Minor welding effected in way of pitting in after bays of N°3 D.B. tank (P&S).

40 corroded shell rivets in N°3 D.B. tank (P) aft, renewed.

12 " " " " N°6 " " (P&S) renewed.

A few rivet points welded in N°3 D.B. tank top margin seam (SS) in Stokelod. Corroded deckhouse plating in way of deck steam pipes, doubled.

38 wood hatch covers renewed and end bands overhauled.

Hatch beam flanges and rest bars, faired as required.

Air pipe and vent wood plugs renewed, 2 fidelly covers repaired, and machinery casing and companion door locks overhauled.

Guard rails faired and welded.

4 side scuttles to gunner's accommodation aft, removed and openings efficiently plated over.

Air and sounding pipes and suction pipe bends to bilges and tanks, thin & holed - renewed where required.

6 foremast shrouds, 1 mainmast shroud, Forestay and stays to samson posts at N°2 hatchway, renewed.

S.R. LIST. Indented keel, bottom, and side shell plates, etc. (P&S) dealt with at this time under Damages 1, 2, 3, & 4, with the exception of indents in stem plating, D'1, F'1, Keel N°2, J'6, & K'6 (SS) and G'4 & 5 and H'4 & 5 (PS), which were examined and found to continue efficient. It is submitted that these items be dealt with at the Owner's convenience. (B.)

CONVERSION TO OIL BURNING. Reserve coal bunker (N°3 hold) converted into 2 oil fuel bunker tanks (IP&IS). Settling tanks built in, at after end of oil fuel bunkers, on centre line. (IP&IS).

The above tanks have been constructed to approved plans and fitted

S.S. "FRINTON"

with air and sounding pipes, heating coils, suction pipes, etc, all to rule requirements as per Section 20, of the Rules.

Stokehold W.T. Doors removed and openings efficiently plated over & stiffened.

All pipe lines tested on completion and found satisfactory. Air pipes fitted with wire gauge in goosenecks and hinged plate covers. Striking plates fitted under sounding pipes.

Tanks tested by water pressure to rule requirements and found satisfactory. Gutters fitted on double bottom tank top in way of forward and after oil fuel cross bunker bulkheads.

Oil fuel cross bunker and settling tank, tank top (2nd deck) seams and butts reinforced by electric welding.

Oil fuel cross bunker forward bulkhead, sheathed on forward side in way of N° 2 hold.

Bilge wood ceiling replaced by steel and cement checks removed.

Oil Fuel now carried in N° 3 D.B. tank (P.R.S.), in way of aft end of N° 2 hold, oil fuel cross bunker, and fore end of stokehold.

The above tank now fitted with heating coils, suction pipes, etc to rule requirements, as per Section 20 of the Rules. All pipe lines tested on completion and found satisfactory. Air pipes fitted with gauge in goosenecks and hinged plate covers. Striking plates under sounding pipes. Tank tested by water pressure to rule requirements and found satisfactory.

Tank top seams, butts, frames bracket angles, and margin angle reinforced by electric welding.

All cement work in tank removed.

CAPACITY OF TANKS

OIL FUEL CROSS BUNKER - - - - 830 TONS

" " SETTLING TANKS - - - - 72 "

N° 3 D.B. TANK . - - - - 270 "

TOTAL 1172 TONS

This vessel is now eligible in our opinion to have the notation "Fitted for oil fuel, 11,49 F.P. above 150°" inserted in the Register Book.

Galley Coal Bunker. Saddleback in casing now converted into galley coal bunker by boarding up side openings in casing in tween decks.

Pocket Bunker. at forward end of boiler room removed. Coal hatches on 2nd deck removed and openings efficiently plated over.

Report C11 (Contd) giving detail of additions in regard to air pipes, placed on board vessel and copy forwarded to London.

ALTERATIONS. A W.T. door removed from stokehold bulkhead, now fitted in after Engine Room bulkhead, giving access to shaft tunnel. Door fitted complete with gearing to upper deck, and handwheel, all to rule requirements, and bulkhead efficiently framed and stiffened.

On completion, W.T. Door examined, tested, and found satisfactory. The undernoted plans in connection with conversion to oil burning, are forwarded with this report:—

Boundary bulkhead plan and settling tanks

Detail of oil tight hatches and C^o Line O.T. Bulkhead.