

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 4th May 1950 When handed in at Local Office 8/5/50 Port of GLASGOW  
No. in Survey held at GLASGOW Date, First Survey 19/1/50 Last Survey 14 April 1950  
Reg. Book. 16871 on the Wood, Iron or Steel S.S. "LOCK DEE" (No. of Visits Seventeen)

Built at SUNDERLAND By whom J.L. THOMPSON & SONS LD. When 1937 MONTH 5  
Owners STEAMSHIP "INDUNA" CO. LD. Owners' Address GLASGOW  
Managers MACLAY & MCINTYRE LD. Port belonging to GLASGOW  
TONNAGE: —  
GROSS 5252  
UNDER DK 4756  
NET 2948

Surveyed Afloat or in Dry Dock? BOTH Name of Dock PRINCES DOCK & QUEENS DOCK Destined Voyage ✓  
ellDBorDBa feet; uE&B feet; f feet  
al 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. 18889 Port mdv

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.

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 Yes - to Owners

Representative - Not required.

Was a damage report made by anyone else? if so, by whom? Yes. By Underwriters' Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, DAMAGE, REPAIRS

& CONVERSION TO OIL FUEL:-

Now DONE FOR DAMAGE:- Stated due to contact with the S.S. "HALIGONIAN PRINCESS" while the vessel was lying afloat in Princes Dock, Glasgow under repair on the 9th March, 1950.

## FOUND

Shell plating (Starboard Side)

in way of No. 4 Hold.

2 shell plates in 1st strike below shelter deck sheestroke - Set in at lower landing - Fairied in place.

1 shell plate in 2nd. " " " " - Set in generally - Renewed.

1 shell plate in 3rd. " " " " - Set in at upper landing - Fairied in place.

## PERMANENT REPAIRS EFFECTED

MARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...	1	-	-	-	-	-	-	
Removed and Fairied or Repaired	-	4	-	-	1	-	-	1 beam knee.
Fairied or Repaired in place ...	2	1	-	-	1	-	2	

## ENT CONDITION OF THE

ing of Decks <u>Good</u>	Bulkheads <u>In spaces exam - Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>Good</u>
ings <u>Good</u>	Ceiling <u>In spaces exam - Good</u>	Coal Bunkers, Openings, Covers, &c. <u>Good</u>	(State if on Felt.)
& Fastenings <u>In spaces exam - Good</u>	Cement or Asph. <u>In spaces exam - Good</u>	Oil Bunkers <u>Good</u>	When fitted, Month Year
e Plating <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Not examined</u>	Boats <u>Not examined</u>
" in way of sidelights <u>Not exam</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>Good</u>
s <u>In spaces exam - Good</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	Condition, how ascertained <u>From deck.</u>
e Frames <u>In spaces exam - Good</u>	Have pumps been examined and found efficient? <u>Not examined.</u>	Planking	(State if wedges removed.)
adinals <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>Not examined.</u>	Caulking	Equipment letter <u>at.</u>
rses <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>Not examined</u>	Treenails	Anchors. No. of <u>38 + 15.</u>
s <u>In spaces exam - Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>	Breasthooks & Stemson	Cables (State if now ranged) <u>No.</u>
s <u>In spaces exam - Good</u>	Alr and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches	" length <u>Stated complete.</u>
s <u>Not examined</u>	Doubling Plates under Sounding Pipes <u>Good</u>	Timbers of Frame at openings	" (on board.) mean diamr. <u>25/16</u>
ottom Plating <u>In spaces exam - Good</u>		" at other places	" Rule length <u>270 lbs size</u>
e Tanks been examined internally? <u>See Report.</u>		Stringers, Clamps & Shelves	Chain Locker <u>Not examined.</u>
e Tanks been tested? <u>See Report.</u>		Sarking	Hawsers & Warps <u>Good</u>
		State if examined.	Standing and Running Rigging <u>Good</u>
			Sails <u>✓</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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 is eligible, in my opinion, to remain as classed in the Register Book and to have record of Docking 3, 50 and the notation of "Fitted for Oil Fuel 4, 50, F.P. above 150°F" subject to indented shell plates F.8, G.9 (P.S.) and F.5 and G.6 (S.S.) being examined at the next drydocking and dealt with by the next Special Survey and to have the endorsement that indented shell plate G.3 (P.S.) be dealt with at the Owners' Convenience.

Survey Fee (per Section 29) £	Repairs (Wear + Tear) 15	15	0
Special Damage or Repair Fee (if any) £	10	10	0
(per Sec. 29)	63	0	0
Travelling Expenses (if chargeable) £			
Second Surveyor's Fee (if any) £			

Fees applied for,

Received by me,

Committee's Minute

Character Assigned

5 3/50

3/50

Gls subject with endorsement

James E. Brown for Self & J. Ballentine  
Surveyor to Lloyd's Register of Shipping.

13.5 4/50  
Fitted for oil fuel 4/50, F.P. above 150°F

# Now Done for Damage - Contd.:-

## FOUND

Shell plating etc (S.S.)  
in way of No 4 Hold.  
4 main frames -

Set in - Cropped + part removed, fairer + refitted.  
1 main frame - Set in - Fairer in place.  
1 Beam - Upper Dk. - Buckled at end - Fairer in place.  
1 Beam knee - Buckled - Removed, fairer + refitted.  
1 Beam - Upper - Set up + buckled - Cropped + part removed, fairer + refitted.  
Deck stringer plate in way - Set up - Fairer in place.  
Adjacent deck plate - Set up - Fairer in place.  
Tank air pipes, storm valve + cargo battens, in way, removed for access to repairs + afterwards refitted.

Now Done for Docking :- Vessel placed in drydock, bottom + rudder cleaned, examined, found in efficient condition + recoated.  
(Vessel undocked 31st March, 1950.)

EXAMINED:- Decks, casings, hatchways, ventilators, general equipment, steering gear (not rod + chain) and windlass. Generally examined, holds, tween decks + machinery spaces. Examined internally Nos 2, 3, 4 + 5 D.B. Tanks.

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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	qrs.
	1st Bower								
	2nd "								
	3rd "								
	Collective Weight								
	Stream.....								
	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.		Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.	

## REPAIRS (WEAR & TEAR) :-

Shell plating  
No 1. plate in 4th Strake below sheestroke (S.S. flat) - Wasted + fractured - Renewed.  
Butt of shell plate - Strake above bilge - in way of Cross Bunker (P.S.) - Wasted locally - Built up by elec. welding + rivets in way set up.  
Rivets through shell + boundary angle of forward end of Cross Bunker (S.S.) - lacking - Rivets renewed.  
Rudder - Brass liner on bottom pintle - Slack. - Liner part renewed. (Previously fitted in 2 parts) (Contd) JCB

Rpt. 9a.

Port of GLASGOW.

Continuation of Report No. 75519 dated

on the

## S.S. "LOCH DEE"

### REPAIRS (WEAR & TEAR) Contd.:-

Rudder carrier - Lug on lower part found broken - Fabricated angle bend fitted Deck in way set up around carrier. Deck plating fairer in place + carrier refitted.

In view of the conversion to Oil Fuel opportunity was taken to renew + repair material in way of the Cross Bunker, Bunker Tween Decks + Oil Fuel D.B. Tanks to obviate further repairs in the future, as follows :-

Bunker Tween decks - Stringer plate + strake adjacent (P+S) - Doubled.

Cross Bunker - 2nd Deck girders renewed (P+S).  
1 plate in top strake of the forward bulkhead renewed.  
Doubling plates fitted locally in way of Coal doors (P+S) in aft. Bulkhead.

No 5 D.B. Tank - 14 floors (S.S.) + 5 floors (P.S) doubled.

Minor repairs were effected to D.B. tank top plating + to tank end between Nos 2 + 3 D.B. tanks.

Fore Peak Bulkhead - Doubling plates fitted (P.S.) in way of local wastage.

No 1, 2 + 3 - Hatch coamings. (Shelter Deck) - Doubling plates fitted.

Large battens in all holds + tween decks were placed in order as found necessary.

### CONVERSION TO OIL FUEL & ALTERATIONS :-

The vessel has been converted at this time to use Oil Fuel.  
Nos 2, 3 + 5 D.B. tanks have now been adapted for the carriage of Oil Fuel. (There are no holes in the centre girder in these tanks).  
A cofferdam has been formed at each end of No 4. D.B. Fresh Water tank.  
Wood ceiling has been fitted on transverse battens, 1/2" thick, on tank tops in holds in way of Nos 2, 3 + 5 D.B. Tanks.

(Contd) JCB

## S.S. "LOCH DEE"

CONVERSION TO OIL FUEL & ALTERATIONS:-

The single riveted seams of N°3 D.B. Tank top plating in Boiler Room have been reinforced by elec. - welding.

Oil Fuel Bunker Deep Tanks and Settling tanks have been built in the vessel in accordance with the attached approved plan.

(In the space previously used as Coal Cross Bunker).

Wood cleading, 2" thick, has been fitted on the Bunker Bulkhead at the after end of N°3. Hold. with an air space of 9" between the Bulkhead & the cleading.

Gutterways have been formed in way of bunker bulkheads in N°3 Hold and in Boiler Room. The gutterways are formed to give drainage to the Bilges (P+S).

The necessary air & sounding pipes have been fitted to N°s 2, 3, & 5 D.B. tanks & Cofferdams also to Oil Fuel Cross Bunkers & Settling Tanks. An air pipe has been fitted (P+S) to air space formed by cleading at forward end of Cross Bunker Deep Tanks.

Suction pipes have been fitted for draining the Cofferdams.

The remaining requirements of Section 20 of the Rules, in so far as they apply have been complied with.

2- Oil Fuel Storage Tanks (Capacity 75 tons each) have been fitted in Shelter Tween Decks (P+S) - (Originally Tween Deck Coal Bunkers)

Tween deck coal hatches in way have been removed & openings in deck efficiently plated over. The ash shoot in way (S.S) has been removed & openings for same in shell & sasing have been efficiently closed.

Access doors from Fiddley Casing to Tween Deck in way of these tanks have been permanently closed & access door from Engine Room provided.

Samson post (P+S) in way of Oil Storage tanks, have been cut & lower ends in tween deck removed. 4 brackets have been fitted at base of each Samson post at Shelter deck (6'-0" high x 3'-0" at deck - 3/8" plate flanged 4") & the shelter deck in way has been locally stiffened by fitting a deck girder (12" x 40" plate with 8" x 3" Bulb angle runner)

An Oil Fuel Storage tank for Galley Oil Fuel (Capacity 10 tons) has been fitted within the Boiler Casing (previously Coal hatchway from hatch on casing top) Bunker hatch on casing top has been permanently closed by fitting & elec. welding steel plate on top of coamings.

Additional ventilators have been fitted to these spaces as considered necessary.

For particulars of items affecting freeboard please see Report C 11. (Contd) which has been forwarded.

On completion of alterations, Oil Fuel Cross Bunkers (P+S), Settling Tanks (P+S) & N°s 1, 2, 3, 4, 5 & 6 D.B. Tanks were tested by water pressure to Rule requirements & found satisfactory.

Coal Side Bunkers, at sides of Boilers (P+S) have been dispensed with.

Forward and longitudinal bulkheads have been removed. Plating & stiffener of forward bulkheads remains forming 30" web frame (P+S) & the top plating of the longitudinal bulkheads together with stiffeners & brackets remains forming a deck girder 24" deep (P+S).

Contd. JCB.

NOT  
WITH  
CASE.

S.S. "LOCH DEE"NOTATION IN THE REGISTER BOOK "Fitted for Oil Fuel 4,50. F.P. above 150° F"S.R. LIST & ENDORSEMENTS :-

DRYDOCKING (Grounding) bottom & rudder were specially examined and no damage was found.

Fractured shell plates G.1. (P.S.) (E.W. & doubler 4,49) were specially examined, fore peak tank was tested by water pressure & this repair was found to continue efficient. It is considered that this repair is acceptable as permanent.

It is submitted that the foregoing items may be deleted from the S.R. LIST.

Indented shell plates F.8, G.9. (P.S.) and F.5 and G.6 (S.S.) were specially examined & found to remain efficient. No repairs were effected at this time

Endorsement of Class(B) - Indented shell plate G.3. (P.S.) was examined & found to continue efficient.

JCBrown