

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

Date of writing Report... 27<sup>th</sup> January 1950

When handed in at Local Office... 16 JAN 1950

Port of NEWCASTLE-ON-TYNE

No. in  
Reg. Book.

Survey held at Wallasey-on-Tyne

Date, First Survey 29<sup>th</sup> Sept 1949Last Survey 13<sup>th</sup> December 1949

(No. of Visits... 25)

11811 on the Wood, Iron or Steel

Harperley

TONNAGE :-

GROSS 7058

UNDER DK. 6572

NET 4928

Built at W. Harlepool

By whom W. Gray &amp; Co Ltd.

When 1943

MONTH.

Owners National S.S. Co Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers J. C. Harrison

Port belonging to

London

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Swan, Hunter &amp; Wigham

Destined Voyage

Ceil/Dor/Dba

feet; uE &amp; B

feet; f

feet

total capacity tons. FPT

tons; APT

tons; MT

25.83 feet 1069 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. 73934 Port

Gls

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

11 ft. 1 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Oil Fuel Conversion, alterations and Docking.

Now Done for Oil Fuel Conversion.

The vessel has now been converted to Oil Fuel burning in accordance with Rule 1<sup>st</sup>, 2, 3, 4 & 7 double bottom tanks now adapted for the carriage of oil fuel & a settling tank has been built into original coal bunker tween deck port & starboard.

Gauges fitted to oil pipes at 1<sup>st</sup>, 2, 3, 4 & 7 double bottom tanks & settling tanks. Valve fitted to fore peak suction line on fore side of bhd (collision) and controlled from above load water line on account of suction pipes passing through oil fuel double bottom tanks.

Culing fitted to tank top plating in way of the above double bottom tanks.

N.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 Faird or Repaired

Faird or Repaired in place

PRESENT CONDITION OF THE

Decks

good

Caulking of Decks

do

Coamings

do

Beams &amp; Fastenings

do

Outside Plating

do

" " in way of sidelights

do

Frames

do

Reverse Frames

do

Longitudinals

do

Transverses

do

Floors

good

Keelsons

do

Stringers

do

Inner Bottom Plating

do

Have the Tanks been examined internally? yes

Have the Tanks been tested? yes

Bulkheads

good

Ceiling

do

Cement or Asphalt

do

Rudder

do

Steering gear and its connections

do

Windlass

do

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

good

Coal Bunkers, Openings, Covers, &amp;c.

do

Oil Bunkers

Scuppers

good

Cargo Hatchways

do

Hatches

do

Planking

Caulking

Treenails

Breasthooks &amp; Stimson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

good

Masts, Yards, &amp;c.

do

Condition, how ascertained

(State if wedges removed.)

Equipment letter

at

Anchors, No. of

28.15

Cables (State if now ranged)

yes

" length 270 mean diamr. 2 5/16

(on board.)

" Rule length 270 size 2 5/16

Chain Locker

Hawsers &amp; Warps

good

Standing and Running Rigging

do

Sails

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 so far as now seen is eligible in my opinion to remain as classed with fresh record of drydocking 11.14.49 and notations of Fitted for Oil fuel 12.11.49 F.P. above 150°F. subject to cargo battens in holds & tween decks being placed in order at next Special Survey. Stern frame solepiece SW 8.45 and reinforced 2.4.48 & 11.11.49.

Survey Fee (per Section 29) O.F. Conversion £ 31 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) £ 15 : 15 : 0

16 JAN 1950

Travelling Expenses (if chargeable) £ 11 : 11 : 0

Received by me,

Second Surveyor's Fee (if any) £ :

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED 22 FEB 1950

Character Assigned

See minute on 1.13.223

002717-002724-0076 1/2

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to



