

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When nanded in at Local Office... -2 MAY 1950... 19... Port of... LIVERPOOL

No. in Reg. Book... Survey held at... Birkenhead... Date, First Survey... 15/2/50... Last Survey... 28/4/1950

on the... Steel... DOTTEREL

TONNAGE... Built at... Dundee... By whom... Caledon S.B. & E. Co. Ltd. When... 1934 Months... 2

GROSS... 1494... 1522... Owners... British & Continental S.S. Co. Ltd. Owners' Address... (If not already recorded in Appendix to Register Book)

UNDER DK... 1178... Managers... Port belonging to... Liverpool.

NET... 583... 583... Surveyed Afloat or in Dry Dock? BOTH Name of Dock... CAMELL LAIRDS Destined Voyage...

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... 13581 Port... Ditch

CHARACTER... *100A1 with Fbd. *IMC 2,46. 3,49. BS 3,49. SS.DUN.No.3-2,46 TS OG(N)10,47.

(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. Yes. Owner's Agent not required Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, DAMAGE & O.F. CONVERSION.

Vessel placed in dry dock, shell plating & sudder cleaned, examined and coated. Examined - Holds, decks, tween decks, engine & boiler spaces, under engine & boilers, bunker spaces, chain locker, anchors & cables, fore peak tank internally, fore peak spaces, after peak tank internally, after peak spaces, all double bottom tanks internally, deep tanks internally, plating under side scuttles, casings, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts, rigging, windlass, steering gear, ventilators, pumps, W.I. Doors, general equipment, and boats. Freeboard verified P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	7, 5 part	10 (bottom)	✓	11, 5 part	✓	✓		Stem, knees, deep tank plating, wing plates etc (see rpt)
Removed and Fair'd or Repaired	2	2	✓	✓	✓	✓	1 part	
Fair'd or Repaired in place	abt 16	6	✓	5	16	✓		

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		good		good		(State if on Felt)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers	(removed)	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	by exam
Frames	"	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	none	Caulking		Equipment letter	B
Longitudinals	none	Have Watertight Doors been examined and found efficient?	yes	Treenails		Anchors, No. of	3 W 1
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	yes
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length	240 fms mean diamr. 1 3/4"
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length	240 fms. size 1 3/16"
Stringers	"			" at other places		Chain Locker	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	"
Have the Tanks been examined internally?	yes			Salting		Standing and Running Rigging	"
Have the Tanks been tested?	yes				State if examined.	Sails	none

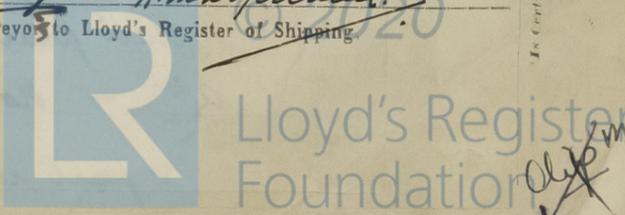
General Observations, Opinion as to Class, Recommendation, &c. :-

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." The vessel as now seen is in good condition and eligible in our opinion to remain as classed with fresh record of survey 4/50 and notation of S.S. BKN. 4/50 - without condition endorsement "B" set up fore deck stringer

Survey Fee (per Section 29)	55	£ 47 : 0 : 0	Fees applied for, 10 MAY 1950
Special Damage Repair Fee (if any)		£ 42 : 0 : 0	Received by me, Nainish C. Murray
(per Sec. 29) CONVERSION		£ 15 : 15 : 0	H. Mackintosh
Travelling Expenses (if chargeable)		£ 42 : 0 : 0	Surveyor to Lloyd's Register of Shipping
Second Surveyor's Fee (if any)		£ 3 : 0 : 0	

Committee's Minute... LIVERPOOL 116 MAY 1950

Character Assigned... 4.50 BKN Without Special Conditions but deferred for Completion (With endorsement) Machinery Survey B.S.4.50 T.S.3.50 Filter for Oil Fuel 4.50 F.P. above 150°F.



If so, is the Report sent now, or when will it be sent?

MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

m.b.

H

Is certificate required? If so, to be sent to

Oly

If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

buling & lining removed as required and replaced, with part renewal.

All double bottom tanks, deep tanks and peak tanks satisfactorily tested.

REPAIRS WEAR & TEAR

Several shell butts reinforced with welding and a number of scattered rivets renewed.

A number of items fitted during hostilities now removed and ship's structure in way of removals made good.

Bulkhead plating at aft end of saddleback part renewed.

A number of rust bound rivets in tank side brackets in stokehold renewed.

Striking plates under sounding pipes made good, defective air & sounding pipes part renewed.

Deck plating part renewed on starboard side of superstructure deck in accommodation.

Hand pumps made good, all defective wood hatches renewed.

Guard rails & stanchions fairid as required, also gangway doors.

Port lights & deadlights made good also cleaning appliances of air pipes & ventilators.

A number of minor repairs effected.

One 15 fathom length cable supplied to make up Sule Allowance. See particulars below.

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															
	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.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Strain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
LPH CH 81040	Fathoms. 15	Ins. 1 1/8	Tons. 59.12	Tons. 82.75	Cwts. qrs. lbs. 26 1 0	Cwts. qrs. lbs. 26 1 0	Fathoms. 15	Ins. 1 1/8	Steel Link	Bradley Heath 6.3.50 H. Phillips			

DAMAGES.

DAMAGE 1 Stated cause - contact with unknown object in December, 1941

REPAIRS. PERMANENT

Forward - No 2 keel plate renewed, No 3 keel plate fairid in place, keel chafing strip in way removed, fairid and refitted.

Shell plate A4 (p.s) fairid in place, A3 & 4 (p.s) fairid in place.

Aft - No 9 keel plate fairid in place, No 11 keel plate cropped

& part renewed, No 12 keel plate renewed

SEE P. 3.

DOTTEREL

DAMAGE 1 (CONT'D)

Keel chafing bar part removed, fairid & refitted

A strake adjacent to above fairid in place (p.v.s)

A 13 (a) and A 12 (p) cropped & part renewed.

B 10 (a) fairid in place.

In No 1 Tank - One floor (a) fairid in place, four cropped and part renewed, four bottom frames renewed, centre girder bottom angles fairid in place.

In No. 6 Tank - br. girder bottom angles fairid in place, one floor & bottom frame (a) fairid in place.

In No. 7 Tank - br girder part renewed, five floors (p), six bottom frames (p) renewed, one floor (p) part renewed, one floor (p) and 2 floors (a) fairid in place with bottom frames.

Minor incidental repairs effected.

DAMAGE 2 Stated cause - contact with quay wall on 23.2.42

REPAIRS. PERMANENT

Stem bar cropped & part renewed & part fairid in place.

Main sheer No 1 (p.v.s) cropped & part renewed

1st below No 1 " renewed

2nd " No 1 " renewed

3rd " No 1 (p) removed, fairid & refitted No 1 (a) renewed

4th " No 1 (p) removed, fairid & refitted, No 1 (a) fairid in place.

Fore peak tank top bow plate part removed, fairid and refitted, with angles in way.

One peak frame (p.v.s) removed, fairid & refitted

" " " " fairid in place.

Minor incidental repairs effected

DAMAGE 3 Stated cause - contacts at various unspecified dates.

REPAIRS. PERMANENT

A number of minor shell indent (p.v.s) fairid in place, main deck stringer abreast No 2 Hatch cropped and part renewed

At weather deck four beam knees (p) renewed, seven (a) removed, fairid & refitted, six (a) removed, fairid & refitted, three (p) and 2 (a) fairid in place, eleven beam ends (p) and five (a) fairid in place, several frame webs cropped & part renewed and several fairid in place.

Wing plating of deep tank bulkheads (except after bid of after deep tank (p) part renewed and part fairid in place together with shell connections.

Minor repairs effected



DOTTERELCONVERSION FROM COAL TO OIL BURNING.

The vessel has at this time been converted from coal to oil burning and new settling tanks have been fitted abaft the existing forward deep tanks in accordance with approved plan. — not with care
 Redundant portions of screw bulkheads, saddleback etc removed and suitable compensation fitted in way of removals.
 Ash shoot removed and opening plated over.

SPECIAL REASONS LIST

Indented shell plating etc (p 10), indented plating etc in way of Nos 1, 6 and 7 tanks and fractured stem and stem plating now dealt with as mentioned under "DAMAGE" and may be deleted from Special Reasons list.

Forecastle deck stringer plate etc not dealt with, considered efficient and may be dealt with at Owner's convenience (endorsement "B")

Loadline renewal survey held.

J. B. M.