

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th March 1937 when handed in at Local Office Port of MALTA

No. in Reg. Book 82655 Survey held at Malta Date, First Survey 7th January Last Survey 5th March 1937 (No. of Visits 17)

TONNAGE: Built at Haverton Hill - Tees By whom Furness S.B.Co.Ltd. When 1923 12mo  
GROSS 7928 Owners The Admiralty Owners' Address  
UNDER DK 7362 Managers Managers Port belonging to London  
NET 4801

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock H.M. Dock No.5 Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1370 Port M.L.T.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd Special Survey No.1.

Vessel was placed in dry dock, bottom, rudder (lifted), stern frame, keel and stem cleaned, examined and found in good condition and afterwards recoated.

The structure throughout the following places was carefully examined and found or put in good condition:-

Forward and after peak tanks, double bottom tanks for water ballast, feed water, fresh water and oil fuel; oil fuel bunkers at sides of forward boiler, cofferdams, deep tanks, forecastle, chain locker, holds (ceiling lifted throughout), insulated spaces in upper tween decks (cork insulation removed in places), coal bunker (cleared for survey), living spaces and refrigerating machinery space in shelter deck, store spaces, engine and boiler room, shaft tunnel, space aft for distilling plant, well in wake of after peak tank and rudder gland compartment above it.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Good	State if Tanks have been examined inside	Yes	Dbng. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels
Decks	Good	State if Tanks now tested	"	Engine Room Skylights	Good	(State if on Felt)
Planking of Decks	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month Year
Stowings	"	Ceiling	"	Scuppers	"	Boats
Rivets & Fastenings	"	Cement or Asphalt	Cement/ Bitu- (state which.) mastic	Cargo Hatchways	"	Masts, Yards, &c.
Inner Bottom Plating	"	Rudder	Good	Hatches	"	Condition, how ascertained by sounding
Fastenings	"	Steering gear and its connections	Good	Planking of Wood Vessels	"	(State if wedges removed)
Transoms	"	Windlass	"	Caulking	ditto	Sails
Stem	"	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Equipment letter
Upper Frames	"	Have Sluice Valves now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	(bow, 2 spare 1)
Lower Frames	"	Have Watertight Doors now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	ditto	Anchors, No. of (stream, 1)
Stowage	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	Cables (state if now ranged)
Bottom Plating	"			Stringers, Clamps & Shelves	ditto	" length 300 fms. size 2 7/8"
				Salting	ditto	" Rule length do. size do.
				(state if examined.)		Hawser & Warps
						Good
						Standing and Running Rigging
						"

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

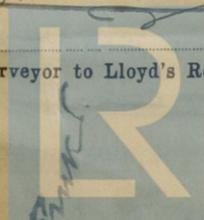
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

To remain as now classed and have record of survey 3,37 and the notation of 2nd S.S. No.1, 3-37.

Survey Fee (per Section 29)	£ 20 : 0 : 0	Fees applied for, 6/ 3/ 1937
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me.
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	

P.J. Calcaterra

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

FRI 16 APR 1937

Committee's Minute

Character Assigned

100% Shell. Dr. w/f. Carlo balls not fitted re. S.S. No 1-37 + d.m.c. 2,37. Jett. from fuel etc.

003307-003310-0113712

17 MAR 1937

To Certificate required? If so, to be sent to

The plating in way of sidelights has been examined and found in good condition.

The surfaces in all parts of vessel found oxidised were chipped or scraped as necessary and afterwards coated with Bitumastic composition, painted or cement washed where so treated previously.

All double bottom tanks, oil fuel bunkers, deep tanks and cofferdams have been tested with a head of water as required by the Rules.

The decks, hatchways, hatches and beams, air and sounding pipes (plate under sounding pipe), water tight doors, boats, masts, rigging, anchors, chain cables (cable ranged), windlass, steering gear, winches, hawsers and warps, and the general equipment have been examined and found or put in good condition.

Work considered necessary and satisfactorily completed.

Outer bottom.

Minor leaks discovered under water test made good. Slight pitting at water line reinforced by electric welding.

Double bottom tanks, peaks and cofferdams.

All defective rivets caulked or replaced, and defective seams caulked or injected as necessary.

Doubling plate under sounding pipe in No.3 cofferdam renewed.

Filling and air escape pipes in No.8 tank renewed.

Chain locker.

Several rivets connecting brackets to stringer plate, port and starboard, renewed.

No.1 hold.

Doubling plate under sounding pipe renewed.

Several broken boards of the ceiling renewed.

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.			
73977	1st Bower							67	5	0				Stockless	Taylor	The anchor belonged to ex R.F.A. Perthshire.
	2nd "															No other records available.
	3rd "															
	Collectse 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.	When and where tested and Superintendent.	
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
Iron Stream Chain } or Steel Wire... }														

No.2 hold.

Several broken boards of the ceiling renewed.

No.5 hold.

Several hatch covers and boards of the ceiling renewed.

No.6 hold.

Doubling plate fitted under sounding pipe.

Shelter deck.

Deck composition (Durastic) removed where broken, deck scraped and new composition applied.

All wooden partitions in crew space which showed traces of vermin infection were removed and replaced by light steel bulkheads.

Chain cables and anchors.

Seven new studs inserted in the links.

A heavier anchor fitted on starboard side (see new work carried out).

Steering engine, windlass and winches.

Opened for examination and overhauled as necessary.

Lifeboats and davits.

All lifeboats overhauled and davits tested.

New work carried out.

Forecastle.

Starboard hawsepipe replaced by a new one of larger diameter to take a heavier, anchor 99 cwts in lieu of 76 cwts.

No.2 hold.

New deck fitted in lower hold. X

Cofferdam built at after end of hold. X

No.3 Deep tank.

Converted for carrying oil fuel.

New cofferdam fitted at after end between stations 90-89 and horizontal girder on ship's side and M.L.bulkheads.

Bridge deck.

Two additional double berth cabins built on new extension at after end of bridge deck, the boat deck has been similarly extended and No.5 and 6 lifeboats raised.

*R.J. Calcaterra*

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