

COPY.

# Lloyd's Register of Shipping.



Port of M A L T A

6th March, 1937.

**This is to Certify** that

Lewis J. Calcaterra,

the undersigned Surveyor to this Society did at the request of the Admiralty carry out 2nd Special Survey No.1 of the R. F. A. "RELIANT".

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.

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

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-  
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any of the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



or scraped as necessary and afterwards coated with Bitumastic composition, painted or cement washed where so <sup>a</sup>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.

No.2 hold.

Several broken boards of the ceiling renewed.

No.5 hold.

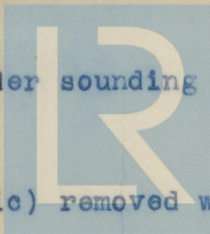
Several hatch covers and boards of the ceiling renewed.

No.6 hold.

Doubling plate fitted under sounding pipe.

Shelter deck.

Deck composition (Durastic) removed where broken, deck scraped



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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.

The chain cable consists of 20 lengths, 15 fms. each, size 2 7/16" and is in a satisfactory condition; seven new studs have been inserted in the links.

All anchors examined and are satisfactory, 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.

Cofferdam built at after end of hold.

No.3 Deep tank.

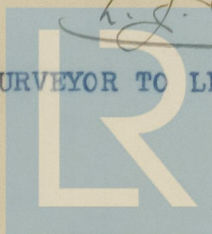
Converted for carrying oil fuel.

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.

*P. J. Calcaterra*  
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