

Date of writing Report 10th October 1956 When handed in at Local Office 10th October 1956 Port of GREENOCK
No. in Reg. Book 72590 Survey held at PORT GLASGOW Date, 2nd Aug. 1956 First Survey 3rd October 1956
(No of Visits 19)
on the ~~Wood, Iron or Steel~~ SS ORCHY YEAR 1956 MONTH 10

TONNAGE : —
GROSS 1090
SUMMER DWT. 1350
NET 429

Built at TROON By whom AILSA S.B. Co., Ltd. When 1930
Owners W. SLOAN & Co., LTD. Owners' Address
(if not already recorded in Appendix to Register Book)
Managers Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? BOTH Name of Dock PORT GLASGOW Destined Voyage ✓

Cell D Bor D Ba _____ feet; uE & B _____ feet; f _____ feet }
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. }
 only alterations in the existing records of tanks should be inserted.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Machinery and Boiler
* for Special Survey.	Surveys
Date of last Survey and of Periodical Survey.	(Including date of N.B., if any).

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 84691 Port gls.

Periodical Surveys, when held, must be reported in detail and verbatim 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. ✓

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, A.F.S., OIL FUEL CONVERSION

DOCKING.

Now Done. Vessel placed in drydock, bottom, sides & rudder cleaned, examined and recoated. Vessel undocked 9th September 1956.

Weather decks, casings, superstructure bulkheads, hatch coamings & closing appliances, steering gear (main & aux.) examined and found satisfactory. Windlass and general equipment generally examined and found satisfactory.

ANNUAL FREEBOARD SURVEY held & freeboard marks verified

REPAIRS WEAR & TEAR. A number of minor repairs effected. 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								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ..								

PRESENT CONDITION OF THE

Decks.....	good.	Bulkheads.....	partly eff., good.	Engine Room Skylights.....	good.	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks.....	good.	Ceiling.....	✓	Coal Bunkers, Openings, Covers, &c.....	good.	When fitted, Month.....	Year.....
Coamings.....	good.	Cement or Asphalt.....	✓	Oil Bunkers.....	good.	Boats.....	✓
Beams & Fastenings.....	partly eff., good.	Rudder.....	good.	Scuppers.....	good.	Masts, Yards, &c.....	good
Outside Plating.....	good.	Steering gear and its connections.....	good.	Cargo Hatchways.....	good.	Condition, how ascertained.....	from deck.
" in way of side lights.....	✓	Windlass.....	good.	Hatches.....	good.	(State if wedges removed.)	C 25. CT 459
Frames.....	partly eff., good.	Have pumps been examined and found efficient?.....	✓	Planking.....		Equipment letter.....	
Reverse Frames.....	✓	Have Sluice Valves been examined and found efficient?.....	✓	Caulking.....		Anchors, No. of.....	3B 15.
Longitudinals.....	✓	Have Watertight Doors been examined and found efficient?.....	✓	Treenails.....		Cables (State if now ranged).....	NOT RANGED.
Transverses.....	✓	Have Watertight Doors been examined and found efficient?.....	✓	Breasthooks & Stemson.....		" length.....	stated mean diamr.
Floors.....	partly eff., good.	Have Ventilators and their Coamings been examined and found efficient?.....	yes.	Transoms, Pointers & Crutches.....		" (on board.).....	
Keelsons.....	partly eff., good.	Air and Sounding Pipes.....	partly eff., good.	Timbers of Frame at openings.....		" Rule length.....	COMPLETE size.
Stringers.....	✓	Doubling Plates under Sounding Pipes.....	✓	" " at other places.....		Chain Locker.....	✓
Inner Bottom Plating.....	partly eff., good.			Stringers, Clamps & Shelves.....		Hawsers & Warps.....	sufficient
Have the Tanks been examined internally? SEC	REPORT.			Salting.....		Standing and Running Rigging.....	efficient
Have the Tanks been tested?.....				(State if examined)		Sails.....	✓

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."

This vessel so far as now seen is in an efficient condition and eligible in our opinion to remain as it present classed in the register book with fresh record of drydocking 9/56 and the notation O.F 9/56.

O.F. CONVERSION			25 : 0 : 0		Fees applied for.	
Survey Fee (per Section 23)						10 ⁰⁰ 00 1951
Special Damage or Repair Fee (if any) (per Section 23)	£	:	:	:		Received by me,
Travelling Expenses (if chargeable)	£	:	:	:		19
Second Surveyor's Fee (if any)	£	:	:	:		

Committee's Minute.

Character Assigned

John Barnett & Angus C. Pringle.
Surveyors to Lloyd's Register of Shipping.

Bble. 5. 9/56
Fitted for oil fuel 9/56. F.P. above 150°F.
Donkey Bble. removed
146 CAP M
CLEAR

OIL FUEL CONVERSION

The vessel has now been converted to burn oil fuel, arrangements being made to carry oil fuel in new oil fuel cross bunkers and settling tanks, constructed in way of the original cross coal bunkers between frs. 60-65 and having settling tanks built at $\frac{1}{2}$ in line with cross bunkers. Existing coal bunkers cleaned, sealed & examined and new oil fuel bunker & settling tanks constructed all as per approved plan. Bulkhead on fr. 65 wood lined on fored. side and suitable air space provided. Saveall bars fitted to tank top as required. Existing floor 59 at fored end of boiler room made oil tight to form oily bilge. 4 bolted access manholes (flush type) fitted to tank top. Existing coal bunker scuttles removed and openings plated over. It was not considered necessary to compensate for these manholes.

5" air pipes fitted to bunkers & settling tanks with scum gauge
& canvas covers and section 20 of rules complied with as
far as they are applicable.

On completion tanks water tested to rule & found efficient.
All alterations affecting the tanks & their operation.

All alterations affecting freeboard noted on form C11 (cont'd.)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

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.	lbs.			
	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.

If Patent, state name of Patentee

If Stockless, state Mechanical Test

CHAIN CABLES.

[illegible]

RECORD FOR REGISTER BOOK

Coal bunker dispensed with & space arranged to carry oil fuel.
New oil fuel tank 10' x 10' x 10'.

New oil fuel coas bunkers 10'-0" long, capacity. 104 tons

" " " settling tanks (inside bunkers) 10'-0" long capacity 31-6 tons.
O.F. 9/56.

O.F. 956.

INTERIM CERTIFICATE issued copy attached.