

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

Date of writing Report 23rd Feb. 1944

When handed in at Local Office 26-2-1944

Port of GLASGOW

No. in  
Reg. Book.

Survey held at

ARDROSSAN.

Date, First Survey 31st Jan.

Last Survey 22nd Feb.

1944.

(No. of Visits 5.)

32487

on the Wood-Iron or Steel

M.V. "SAINT EUNAN"

TONNAGE:

Built at

TROON

By whom AILSA SHIPBUILDING CO., LTD

YEAR.

1937

MONTH.

11

GROSS

436

Owners

T. HEITON &amp; CO., LTD.

Owners' Address

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

UNDER DK.

295

Managers

Port belonging to

TROON.

NET

190

Surveyed Afloat or in Dry Dock?

Both

Name of Dock ARDROSSAN DOCKYARD

Destined Voyage

Cell D B or D B a

feet; uE &amp; B

feet; f

feet

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. 120357

Port Liv

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

CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.	
+100 A.1. 1,43	+ L.M.C. 6,41
SS. Ard. No. 1, 41	
Cargo battens not fitted.	OIL ENGINES
	CONTINUOUS SURVEY

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete  
Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations  
subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to  
causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the  
ement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.  
also the dates and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he  
ffered his services for this purpose and to whom and why they were declined. **Not required**

Society's Freeboard (if assigned) as } 3 ft 6 1/2 ins. ✓  
painted on Ship and now verified.

Was a damage report made by anyone else? if so, by whom? **Mr. J. Niccol.**

RS, OR EXAMINATION AS PER RULE, FOR

**DAMAGE AND DOCKING.**

**AGE:-** Stated to have been caused through the vessel grounding at Penmaenmawr on  
28th December, 1943.

**DONE:-** Vessel placed in dry dock bottom and rudder cleaned and examined, Fore peak tank  
examined internally.

**IND:-** Shell plates 022 (P & S) indented and a number of bottom shell rivets leaking  
and others in floors and intercostals in fore peak started. Bilge keel bulb plate (s)  
distorted. (Note: Plates 0.3 (P) and (C.2 & 3) (S) and Bilge keel bulb plate previously  
reported damaged, Glasgow report No. 66096, now further damaged.)

**PAIRS:-** Plates C2, (P & S) & 3 (S) faired in place.

About 400 bottom shell rivets at fore end and 100 rivets in floor, and /

**P.T.O.**

ARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								About 500 rivets renewed and 200 E. Welded.
Removed and Faired or Repaired								
Faired or Repaired in place ...	3							

**ENT CONDITION OF THE**

ing of Decks	Good.	Bulkheads	Good in spaces examd.	Engine Room Skylights	Good.	Copper, or Y.M.	
ings	"	Ceiling	Where old No. 1 hold	Coal Bunkers, Openings, Covers, etc.		(State if on Felt.)	
s & Fastenings	Good in fore peak, Good.	Cement or Asphalt	Good.	Oil Bunkers	Not examined.	When fitted, Month	Year
de Plating	Efficient.	Rudder	"	Scuppers	Good.	Boats	Not examined
es	Good in spaces Examd.	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	Good.
erse Frames.	"	Windlass	"	Hatches	"	Condition, how ascertained.	From Dk.
Transverses		Have pumps been examined and found effi-	cient? Not examined	Planking		(State if wedges removed.)	
Floors	Exd. in No. 1 hold-Good.	Have Sluice Valves been examined and found	efficient? Not examined	Caulking		Equipment letter	F.
Keelsons	"	Have Watertight Doors been examined and found	efficient? Not examined	Treenails		Anchors, No. of	2 - 1
Stringers	Good in spaces examd.	Have Ventilators and their Coamings been	examined and found efficient? Yes	Breasthooks & Stemson		Cables (State if now ranged)	No.
Inner Bottom Plating	Not examd.	Air and Sounding Pipes	Good above dk. not examd.	Transoms, Pointers & Crutches		" length	Stated complete.
Have the Tanks been examined internally?	Yes	Doubling Plates under Sounding Pipes	examd.	Timbers of Frame at openings		" Rule length	165 F size 1"
Have the Tanks been tested?	No.			Stringers, Clamps & Shelves		Chain Locker	Not examined.
				Sailing	(State if examined.)	Hawsers & Warps	Sufficient.
						Standing and Running Rigging	Efficient.
						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 my opinion to  
remain as classed and to have record of survey, 2,43 subject to indented shell plate D7(p.s)  
being dealt with at the Owners convenience and to indented bottom plating etc. being permanently  
repaired at the first convenient opportunity. /

**P.T.O.**

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	3	3	29 FEB 1944
Travelling Expenses (if chargeable)	£	12	3	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute

Character Assigned

2, 44, 45

subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

## REPAIRS (Cont'd)

Intercostal attachments in fore peak renewed. About 200 Shell rivets in bottom forward, mostly in way deep cement between floors in hold, E. Welded.

It is considered that shell plate C3(P) & bilge keel, which are efficient, may be dealt with at the first convenient opportunity.

DOCKING Now done. Vessel placed in dry dock bottom and rudder cleaned, examined, found or made efficient (See damage repairs above) and recoated. Holds, Engine space, fore peak tween decks and fore peak tank, poop tween decks, decks, casings steering gear (not rod and chain type) and general equipment examined as far as practicable and found or placed in order. Hatchways, Ventilators and other openings in the deck examined and found or placed in order.

The Set up bottom previously reported (Gls.Rpt.66096) examined and found still efficient.

## REPAIRS - Wear and Tear.

Two channel pillars in hold removed and faired and replaced.

Hold ceiling part renewed. Minor repairs effected.

A new generator has now been fitted and, to permit of its being shipped, part of one raised quarter deck plate and half beams in way on Starboard side were removed and replaced.

An Annual Freeboard Survey has now been held and repairs and renewals effected in connection therewith.

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.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	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.

[illegible]

SPECIAL REASONS LIST.

See above re. shell plates now dealt with.

The remainder of the indented bottom plating etc., and shell plate D.7 (p.s.) which remain efficient, were not repaired at this time.