



tank, previously noted to be specially examined and dealt with as necessary by next Special Survey now specially examined and remains efficient meantime. On examination of bottom shell plating the following shell plates were found set up and indented - Keel No. 2 A2(psf) A2, 7 & B6(ssf) Keel Nos. 2, 3, 4 & 6 from aft A2, 3, 4(psa) A2, 3, 4, B3, 4, C6(ssa) the cause of which was stated by the Owners' Superintendent to have been when the vessel grounded in the River Swale when coming from Ridham Dock and proceeding to sea on the 5.12.56. The Owners' Superintendent requested the deferment of permanent repairs and the following temporary repairs were effected.

**Temporary Repairs Now Done:-**

Several leaky rivets in No. 2 keel plate from forward A3(ssf) also scattered throughout keel plating now cleaned and made good by electric welding. One rivet leaking heavily in A3(ssf) now removed and replaced by a tap rivet and electric welded. On completion of the above temporary repairs, all double bottom tanks tested and temporary repairs considered satisfactory. The Owners' Superintendent's request for the deferment of permanent repairs to the foregoing merits, in my opinion, favourable consideration of the Committee and it is recommended that set up and indented keel and bottom plating forward and aft (P & S) also indented bottom plating starboard side amidships be noted against the vessel's class to be dealt with by next Special Survey.

**DAMAGE.**

The following damage repairs were effected the cause of which was not stated. (Starboard side bulwark plating etc. at forward end of poop deck also fore deck)

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				
	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.	Statio- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	ins.

bulwark plating starboard side at break of forecastle).

**Repairs now done:-**

- Bulwarks on upper deck forward:-**
- Bulwark Plate No. 1 - faired in place.
- " Rail Bar - 1 length faired in place.
- " Stays - 1 in number removed faired and refitted.
- Bulwarks etc. at Forward end of Poop Deck.**
- Shell. Poop sheerstrake plate No. 3 from aft - faired in place.
- Bulwark plates 1 in number faired in place.

(Contd.)

- Transverse bulwark plates, 1 in number - removed, faired and refitted.
- Bulwark Rail Bar - 1 length part removed, faired and refitted.
- Bulwark foundation angle - faired in place.
- Bulwark stanchions - 5 in number removed, faired and refitted.
- Boat Deck curtain plate - 1 in number removed, faired and refitted.
- 1 in number faired in place.
- Boat deck stanchions - 2 in number removed, faired and refitted.
- On completion of the above damage repairs shell plating hose tested as necessary and repairs considered satisfactory.
- Interim Certificate issued - copy attached and one copy placed on board.

W. B. Dugdale.  
W. B. Dugdale for self and M. Donaldson.

