

5- *[Handwritten signature]*

TONNAGE : —	Built at	Port Glasgow	By whom	Lithgows Ltd.	When	YEAR. 1946	MONTH. 10.
GROSS 5460	Owners	Asiatic Steam Nav. Co Ltd.	Owners' Address	-			
UNDER DEK 1931	Managers	-	(If not already recorded in Appendix to Register Book)				
NET 3210.			Port belonging to London				

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

Last Report, No. 3047 Port Cho.

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.

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

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

Periodic Surveys.

+ 100 A1. 7.53. + 2mc. 6.51.
S.S. CAL. 6.51. B.S. 6.53.
TS C.L. N. 5.13.

Cruzeiro

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. *Society's Freeboard (if assigned) as painted on Ship and now verified* 6 ft. 0 ins

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

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY, CONVERSION TO OIL FUEL & ALTERATIONS

SPECIAL SURVEY.

Nov. DONE. Vessel placed in dry-dock, bottom sides and rudder (lifted) cleared examined, found or placed in good condition and recoated. Anchors and cables raised.

EXAMINED :- All Holds, tween-decks, casings, fore and aft peaks all double bottom tanks, cofferdams, tween deck bunkers, ^{and old cross bunkers} bilge and boiler spaces, plating in way of ash shoot (shoot now removed) and sidelights, decks, (drilled as necessary) hatchways, covers, supports, keelsons, cleats and bracing arrangements, anchors, chain cables, chain locker, masts, rigging (report attached) stowage

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 ...								

p.T.O.

PRESENT CONDITION OF THE					
Decks	<i>good</i>	Bulkheads	<i>good</i>	Engine Room Skylights.....	<i>good</i>
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"
Beams & Fastenings	"	Rudder	"	Scuppers	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways.....	"
" " in way of sidelights	"	Windlass	"	Hatches	"
Frames	"	Have pumps been examined and found efficient ?	<i>yes</i>	Planking	/
Reverse Frames	"	Have Sluice Valves been examined and found efficient ?	<i>✓</i>	Caulking	/
Longitudinals	-			Treenails	/
Transverses	-			Breasthooks & Stemson.....	/
Floors	<i>good</i>	Have Watertight Doors been examined and found efficient ?	<i>yes</i>	Transoms, Pointers & Crutches.....	/
Keelsons	"			Timbers of Frame at openings.....	/
Stringers	"	Have Ventilators and their Coamings been examined and found efficient ?	<i>yes</i>	" " at other places.....	/
Inner Bottom Plating	"	Air and Sounding Pipes.....	<i>good</i>	Stringers, Clamps & Shelves.....	/
Have the Tanks been examined internally ?	<i>yes</i>	Doubling Plates under Sounding Pipes.....	<i>yes</i>	Saltine	/
Have the Tanks been tested ?	<i>yes</i>			State if examined	/
				Copper, or Y.M.	/
				(State if on Felt)	/
				When fitted, Month	Year
				Boats	<i>good</i>
				Masts, Yards, &c.	"
				Condition, how ascertained	<i>from all parts</i>
				(State if wedges removed.)	<i>2 /</i>
				Equipment letter	<i>2 /</i>
				Anchors, No. of	<i>3 B. 1 S.</i>
				Cables (State if now ranged)	<i>yes</i>
				" length	<i>270 mean diamr. 2 3/8</i>
				(on board.)	
				" Rule length	<i>270 size 2 1/4</i>
				Chain Locker	<i>good</i>
				Hawsers & Warps	<i>sufficient</i>
				Standing and Running Rigging	<i>good</i>
				Sails	<i>—</i>

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 notation of 30.1.22.”

This vessel, as now seen, is in efficient condition and eligible in my opinion to remain as claimed with fresh record of docking 12/53 and the notation S.S. GRK. 12/53 also filled for oil fuel 12/53 F.P. above 150° F. Glass previously out standing may now be removed.

Survey Fee (per Section 23)	£	61	:	0	:	0	Fees applied for.
CONVERSION TO OIL FUEL							
Special Damage or Repair Fee (if any)	£	30	:	0	:	0	30 th Dec 1953
(per Sec. 23)							
ALLOTMENTS							
Travelling Expenses (if chargeable)	£	10	:	0	:	0	Received by me,
							19
PIREBOARD RENEWAL							
Second Surveyor's Fee (if any)	£	12	:	0	:	0	

Alba Penni

Surveyor to Lloyd's Register of Shipping

Committee's Minute.....
Character Assigned..... 12.53 Grk without shl cond

+ LMC, 12.53.

Fitted for oil fuel 12.53 F.P. above 150°F.

CERTIFICATE WRITTEN.

Is Certificate required? If so, to be sent to
603964-003970-0055 1/2

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

gear, sailing, steering gear, windlass, general equipment, hand pumps, W.T. Gov, Ventilator coaming and covers, air and sounding pipes (striking plate fitted) and cargo battens. Bilge motions tested. General fastenings many carried out, fastenings verified, and new certificates issued. It was not considered necessary to hull the shell plating.

TESTING Fore and aft peaks of all double bottom tanks tested in accordance with rule requirements and found in order.

REPAIRS Shell plate F.S. (P.S.F.) fixed in place. A few minor deck and shell repairs effected. Vessel undocked. 21/12/53.

CONVERSION TO OIL FUEL AND ALTERATIONS.

Oil fuel settling tanks etc as approved for "Melika" etc. now fitted in engine room lower-decks. Coal trunks on bulkhead 92 removed and the openings in deck lower sides cropped to form bulkhead stiffeners with brackets and 3 1/2 x 3 1/2 x 45 square angles fitted, deck beams fitted in. All doors in bulkhead 92 were removed and openings plated over. Tank top S.R. steel in Nos 4 & 5 holds reinforced with electric welding. Tank top manhole covers to

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 Superintended.
		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.

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 Superintended.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					
Iron Steam Chain or Steel Wire													

Nos 1, 2, 3, 7 & 8 double bottom tanks altered to suit carriage of oil fuel and protected by coaming and wood covers. Bilge motions altered to suit new arrangements and new oily bilge spaces made in boiler room. P.S.: wood ceiling laid on bottom fitted in Nos 4 & 5 holds. Openings in floors 163 and 63 plated over efficiently to form stiffeners at forward end of Nos 1 & 7 double bottom tanks respectively. Air and

Rpt. 2a.

Port of

Glenock.

Continuation of Report No. 25065

dated

30th DECEMBER 1953, on the

sounding pipes etc, fitted to suit new arrangement.

Openings cut in sides of fore and aft coaming in engine room for access to new settling tanks - coaming stiffened with 6 x 3 1/2 I.B.A. and oil light coaming fitted inside frames in lower deck with drainage led to oily bilge.

Upper deck coal hatch coaming P.S. removed and openings plated over efficiently. Bridge deck coal hatch P.S. plated over. Ash hatch removed and openings in shell and deck plated over. Shell coaming doors P.S. permanently closed and welded. Saddle back space modified to form gallery coal bunker (Nos 81-83). Coaming and stem boards on Port-side upper deck moved forward and coaming of side lower extended (see Rpt C.11. cont). Structure noted and removed from Nos 1, 2, 3, 7 & 8 double bottom tanks which have now been converted for the carriage of oil fuel or water-ballast.

W.T. bulkhead at Fk 99 in hold & lower-deck moved forward to Fk 106. Hatchways and girders altered to suit (as per plan) and additional pillars fitted. Additional hatch beam and carriers fitted at Upper & second deck. Bilge motions and sounding pipes altered to suit new arrangements and tested on completion.

Settling tanks water-tested and structure in way of alterations have tested and all found in order.

CAPACITIES

OIL FUEL

SALT WATER.

Nº. 1. O.B. TANK	83 TONS.	92 TONS.
2 . . .	290 .	324 .
3 . . .	156 .	173 .
7 . . .	196 .	219 .
8 . . .	101 .	113 .
	826 TONS	-
4 . . .	86	
	1007 TONS	

LENGTH OF DOUBLE BOTTOM UNALTERED.

S.R.L.

Specially examined for grounding damage at this time and no damage found - it is submitted that this item may be deleted from S.R.L.

Endorsement of shell indent F.S. (P.S.F.) dealt with at this time and it is submitted that this item may be deleted from the S.R.L.

