

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5. 11. 19 48. When handed in at Local Office 11. 11. 19 48. Port of GRIMSBY.

No. in Survey held at GRIMSBY. Date, First Survey 24. 8. 48. Last Survey 3. 11. 19 48
Reg. Book. (No. of Visits 25)

on the ~~Wood, Kew~~ Steel M.V. "ROSE-JULIE M"
73272

TONNAGE: Built at Hessle By whom Henry Scarr, Ltd. When 1941 MONTH 8

GROSS 402 Owners Metcalf Motor Coasters, Ltd. Owners' Address -
UNDER DK 298 (If not already recorded in Appendix to Register Book)

NET 183 on Slipway Managers T. J. Metcalf. Port belonging to London.

Surveyed Afloat or ~~in Dry Dock~~? Both. Name of Dock Doig's Slipway & Royal Dock. Destined Voyage -

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

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

* 100A1	*IMC 8,41.
11,47.	*IMC(M) 4,43.
	TS(OG) 11,47.
Examined 8,47.	
	Oil Engines.
	Cargo battens not fitted.

ellD BorDBa feet; uE & B feet; al 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. 22170 Port ~~del~~

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

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? No.

PAIRS, OR EXAMINATION AS PER RULE, FOR PERIODICAL SPECIAL SURVEY, DAMAGE REPAIRS (S.R.L.), RENEWAL LOAD DAMAGE REPAIRS (S.R.L.) LINE.

Now Done: Vessel placed on slipway, shell plating, sternframe and rudder (lifted), cleaned, examined, and the following damage repairs effected:-

Keel (All plates numbered from aft).

"K" 2 & 9 renewed; "K" 3 & 4 off, faired and refitted.

Shell (Starboard): "A" 3 & 4 off, faired and refitted; "A" 8 faired in place.

"B" 5 cropped & part renewed; "B" 8 off, faired & refitted; "B" 4, 5, 6 faired in place.

"C" 3 & 6 renewed; "C" 5 off, faired & refitted; "C" 7, 8 & 9 faired in place.

(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 ...	7, lpt.	4 pt.	-	-	-	-	-	1 Bulwark plate renewed.
Removed and Faired or Repaired	18	-	-	-	-	-	-	8 " " off, faired & refitted.
Faired or Repaired in place	36	79	7	-	-	-	-	7 Bulwark plates faired in place, etc, etc.

PRESENT CONDITION OF THE	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Condition of Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	-	When fitted, Month	Year -
Paintings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	Boats	Good.	Masts, Yards, &c.	"
Rivets & Fastenings	"	Cement	"	Oil Bunkers	Good.	Condition, how ascertained	Examination.	Equipment letter	f. none
Side Plating	"	Rudder	"	Scuppers	"	Anchors, No. of	2B. 1S.	Cables (State if now ranged)	Yes.
" in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	" length	165 fm, mean diam 31/32"	" Rule length	165 fm, size 1"
Stanchions	"	Windlass	"	Hatches	"	Chain Locker	Good.	Hawsers & Warps	"
Transverse Frames	"	Have pumps been examined and found efficient?	Yes.	Planking	-	Standing Rigging	"	Sails	-
Longitudinals	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-				
Diagonals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-				
Verticals	-	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	-				
Bottom Plating	"	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	-				
Internal Tanks	Yes.	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-				
External Tanks	Yes.			" at other places	-				
				Stringers, Clamps & Shelves	-				
				Sanding	-				

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 is eligible, in my opinion, to remain as classed and to have record of Docking Survey 10,48, and the notation of s.s.Gms. 11,48, subject to set up bottom and indented poop side plating etc. (p.& s.), being dealt with at first opportunity convenient to Owners.

Survey Fee (per Section 29)	£ 17	Fees applied for,	11.11.1948.
Special Damage Repair Fee (if any)	£ 21	Received by me,	
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute WED. 8 DEC 1948

Character Assigned 10,48 Gms subject

Amend RB 5.9.48

CERTIFICATE WRITTEN

24 NOV 1948

1/11/48

CONTINUOUS SURVEY

Owners

1000.1.47.—Transfer Ink (The Surveys are required not to be written on or below the space for)



004042-004048-0189 1/3

M.V. "ROSE-JULIE M"

DAMAGE REPAIRS (S.R.L.) Continued.

"D" 6, 8, 9 & 10 off, faired & refitted; "D" 7, 11 & 12 faired in place.

"E" 6, 7, 8, 9 & 12 faired in place; "E" 10 & 11 renewed.

"F" 8 & 10 off, faired & refitted; "F" 9 & 11 faired in place.

"G" (Bulwarks) 11, & 13 off, faired & refitted; "G" 8, 10 & 14 faired in place; "G" 15 renewed.

"H" 7 renewed; "H" 8 faired in place.

Bow chock plate faired in place.

Bilge keel part off, faired & refitted and part renewed.

Shell (Port): "A" 4 off, faired & refitted; "A" 2 faired in place.

"B" 4, 5 & 7 faired in place; "B" 6 off, faired & refitted.

"C" 2, 6, 7 & 8 faired in place.

"D" 6, 11 & 12 faired in place; "D" 10 off, faired & refitted.

"E" 11 off, faired & refitted; "E" 6, 10 & 12 faired in place.

"F" 5, 6, 8 & 12 faired in place; "F" 10 & 11 off, faired & refitted.

"G" (Bulwarks) 4, 6, 13, 14 faired in place; "G" 7, 8, 9, 10, 11 & 12 off, faired and refitted.

Bilge keel faired in place.

Internals: 60 Side frames faired in place; 4 cropped and part renewed.

12 Floors and 19 floor frames faired in place. 10 beam knees faired in place & 1 off, faired & refitted. 7 Floor reverse bars faired in place.

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.			
	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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Deck. Bulwork top rail angle part off, faired and refitted and part faired in place.

" stanchions off, faired and refitted or faired in place as required.

Set down deck plating (p. & s.) in way of buckled stanchions heated and faired in place.

Deck gunwale angle part cropped, renewed or heated and faired in place as required.

Other minor repairs effected.

Shell and deck plating hosed and/ or flood tested on completion of repairs and found tight.

(See Continuation Sheet No. 3).

R.S.P.

M.V. "ROSE-JULIE M"

ALTERATIONS.

Double bottom ballast tank (capacity 60 tons) constructed between frames 47-71 (42'0"), in accordance with approved drawing, air and sounding pipes with striking plates below fitted and tank satisfactorily tested to Rule requirements.

2 1/2" Wood ceiling laid on tank top plating.

No.2 cargo hatchway coamings increased 18" in height in accordance with approved drawing, and hatch beams, carrier angles and rest bars etc. raised to suit.

SPECIAL SURVEY.

Now Done: Vessel placed on slipway, shell plating, sternframe and rudder (lifted), cleaned, examined, placed in an efficient condition and recoated. Shell plating in way of sidelights examined. It was not considered necessary to drill the shell plating. Vessel last seen on slipway 3/11/48.

The holds, tween decks, chain locker and machinery space cleared, examined; wood ceiling, lining and cement removed as required by the Rules. The plating and framing examined, found or placed in good order and recoated.

Fore peak tank, after peak tank, oil fuel bunkers, and new double bottom tank examined internally, placed in good order and satisfactorily tested to Rule requirements.

The decks, deckhouses, machinery casings, hatchways and closing appliances, ventilators and covers, anchors and cables (ranged), equipment, masts, spars and rigging (report attached), windlass and steering gear, scuppers, storm valves, air and sounding pipes with striking plates below, all examined and found or placed in good order.

Freeboard marks verified and Load Line Renewal Survey carried out, please see separate reports.

SHELL PLATING (S.R.L.).

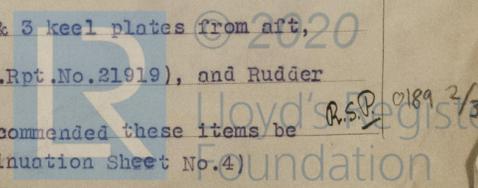
The set up bottom plating (frs.29-69) including centre and side keelsons (all ceiling removed) was specially examined and found efficient.

The Owners' Representative did not wish at this time to carry out the extensive work involved in fairing the bottom, and proposed same be dealt with at first opportunity convenient to Owners.

The Poop side plating and framing was noted to be indented in several places in way of the accommodation, and the Owners' Representative proposed that this also be dealt with at first opportunity convenient to Owners.

In my opinion, the Owners' proposal merits favourable consideration, as the efficiency of the vessel is not affected.

S.R.L.: The after keel plate, No.2 keel plate from forward, set down deck plating, indented plating etc. (p. & s.), set up Nos.2 & 3 keel plates from aft indented fore side plating etc. (s.s.) (Gms.Rpt.No.21919), and Rudder pintle, have all been dealt with and it is recommended these items be



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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

M.V. "ROSE-JULIE M."

NOTE: The inner surface of the bottom plating in hold and machinery spaces (not covered with cement), have been thoroughly cleaned, scaled, examined, found good and recoated with "Bitulac".

Rubbing Strips: 10" x 1" riveted and welded to the shell side plating have been fitted on "D" strake (p. & s.).

WEAR AND TEAR REPAIRS.

Rudder pintle built up with electric welding and machined, new liner and bush fitted, and rudder coupling bolts all renewed.

Numerous defective rivets in shell plating removed and renewed.

Numerous defective rivets in beams and stringers in fore peak tank renewed.

Rod and chain steering gear opened up and overhauled as required.

19 Hatch covers, 7 cleats and 2 tarpaulins renewed.

Other minor repairs effected.

REPORTED LEAKAGE.

After entering service leakage was reported in way of the sheerstrake overlap butt port side forward. Vessel slipped and this defect made good.

R. S. Piddington