

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th Nov. 1946. When handed in at Local Office 16th Nov. 1946. Port of GLASGOW.
 No. in Reg. Book 88996 on the Wood, Iron or Steel S.S. "SITHONIA" (EX "OCEAN VOLGA") (No. of Visits 28)
 Survey held at GLASGOW. Date, First Survey 12th AUGUST Last Survey 30th OCTOBER 1946

TONNAGE: — Built at RICHMOND (CAL) By whom PERMANENTE METALS CORP. (SHIPYARD N°1) When 1942 MONTH 5
 GROSS 7174 Owners H. M. THOMSON Owners' Address —
 UNDER DK. 6435 Managers — (If not already recorded in Appendix to Register Book).
 NET 4272 Managers — Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? BOTH Name of Dock PRINCES DOCK AFLOAT N°1 GOVAN DRY DOCK Destined Voyage —
 Well Deck (DBa) — feet; uE & B — feet; f — feet
 Total capacity — tons. FPT — tons; APT — tons; MT — feet tons.

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

Last Report, No. 16238 Port GEN

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 A1.	+ LMC 5,42.
WITH FREEBOARD	TS (CL)
11,45	

(Periodical Surveys, when held, must be reported in detail and serially 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. YES, NOT DESIRED. Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ft. 6 1/2 ins.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, DOCKING, SPECIAL SURVEY & ALTERATIONS (CONVERSION TO OIL BURNING), ETC.

DAMAGE:— Cause not stated.
 On examination of vessel in drydock found shell plate D1 (psf) slightly set in between frames & shell plate B1 (psf) sharply indented & rivets in way started & leaking & on examination of fore peak internally found one frame in way of the latter plate slightly buckled.
 As the above damage is of a slight nature & does not affect the efficiency of the vessel temporary repairs by overhauling riveting & caulking of shell in way of damage have been carried out & vessel now efficient in way of damage. It is submitted that indented shell plates B1 & D1 etc (psf) be dealt with at Owner's convenience

DOCKING & SPECIAL SURVEY:— (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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>good</u>	Bulkheads <u>good</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>
Outside Plating <u>efficient</u>	Steering gear <u>7/16" & QUADRANT</u> <u>good</u>
" " in way of sidelights <u>not exam.</u>	Windlass <u>"</u>
Frames <u>good</u>	Have pumps been examined and found efficient? <u>not exam.</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>yes.</u>
Longitudinals <u>-</u>	Have Watertight Doors been examined and found efficient? <u>yes.</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>
Floors <u>good</u>	Air and Sounding Pipes <u>good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>
Stringers <u>"</u>	Engine Room Skylights <u>good</u>
Inner Bottom Plating <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>
Have the Tanks been examined internally? <u>yes.</u>	Oil Bunkers <u>"</u>
Have the Tanks been tested? <u>yes.</u>	Scuppers <u>"</u>
	Cargo Hatchways <u>"</u>
	Hatches <u>"</u>
	Planking <u>/</u>
	Caulking <u>/</u>
	Treenails <u>/</u>
	Breasthooks & Stemson <u>/</u>
	Transoms, Pointers & Crutches <u>/</u>
	Timbers of Frame at openings <u>/</u>
	" " at other places <u>/</u>
	Stringers, Clamps & Shelves <u>/</u>
	Salting <u>/</u>
	Copper, or Y.M. (State if on Felt.) <u>-</u>
	When fitted, Month <u>-</u> Year <u>-</u>
	Boats <u>good</u>
	Masts, Yards, &c. <u>good</u>
	Condition, how ascertained <u>by examination</u> (State if wedges removed.) <u>none.</u>
	Equipment letter <u>at</u>
	Anchors, No. of <u>2-1.</u>
	Cables (State if now changed.) <u>no.</u>
	" length <u>225 fms</u> mean diam. <u>1 1/2"</u> (on board.)
	" Rule length <u>270 fms</u> size <u>2 5/8"</u>
	Chain Locker <u>not exam.</u>
	Hawsers & Warps <u>sufficient</u>
	Standing and Running Rigging <u>good</u>
	Sails <u>-</u>

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 in an efficient condition & eligible in our opinion to remain as at present classed in the Register Book with fresh record of drydocking 10,46 & to have the notation of S.S. Gls. 10,46 on completion of the Special Survey subject to indented plating in 2nd striae below sheer at fore end of No 2 hold & in 3rd striae below sheer in way of stokehold (ps) & B1, D1 & D8 (psf) etc, being dealt with at Owner's convenience. (Bower anchor & 45 fms. cable to supply)

Survey Fee (per Section 29)	£ 31 : 0 : 0	Fees applied for, 19 NOV 1946
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 3 : 3 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ 42 : 0 : 0	
SUNDAY ATTENDANCE FEE 20/10/46		
Second Surveyor's Fee (if any) A.P.M.	£ 5 : 5 : 0	

It is also submitted that items - "indented plating (ss) windlass bedplate (ss) & slight buckling of bottom plating in way of No 4 hold (ps)" be deleted from the S.R. list.
 G. Lockburn & J. V. Bell
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute. GLASGOW 19 NOV 1946
 Character Assigned 10.46 Gls.
None S10.46
7- LMC 10.46
filled for all full 10.46 & above 1000



MADE AND PRINTED IN ENGLAND
 (The signature is required not to write on or below the space for Committee's Minute)

Is Certificate required? If so, to be sent to

004275-004284-0072 1/2

DOCKING - SPECIAL SURVEY:- Vessel placed in dry dock, bottom & rudder cleaned, examined, found efficient & re-coated. Rudder lifted, bottom hatch found satisfactory & rudder replaced.

All holds, tween decks, deep tank, fore & after peaks & spaces above, bunkers, machinery spaces, under boilers, tunnel & bilges cleaned, sealed as necessary & the framing, beams, bulkheads, tank top plating, decks, & inner surface of shell plating etc. throughout the vessel examined, found or placed in efficient condition & re-coated as necessary.

Bilge ceiling & timbers & ceiling in holds & bunkers partly removed & replaced.

Ash shoot & shell plating in way of opening examined & found satisfactory.

All D.B. tanks & fore & aft peak tanks tested under pressure to Rule requirements & found satisfactory.

All D.B. tanks & deep tank cleaned, examined internally & found satisfactory.

Pipe casings removed, scupper, air, sounding & soil pipes examined, found or placed in satisfactory condition & replaced.

Doubling plates found or fitted under all sounding pipes.

Masts & rigging examined. Report herewith.

General equipment examined & found satisfactory.

Weather decks, casings, hatch & ventilator coverings & covers, hatch supports, cleats, battens, & tarpaulins examined & now satisfactory.

Steering gear (not rod & chain type) quadrant & tiller & auxiliary steering gear examined & found satisfactory. Windlass examined & found satisfactory.

Watertight doors, tried & examined & found satisfactory.

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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Freeboards verified.

REPAIRS - WEAR - TEAR:- Rudder steadying gland in trunk re-wooded & now satisfactory.

A number of wood hatch covers renewed.

A few minor repairs effected.

TO COMPLETE THE SPECIAL SURVEY:- The fore peak hand pump remains to be tested.

The Owner's representative stated that this would be done at a Bristol Channel port where vessel bound from Glasgow.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dumped 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.

S.S. "SITHONIA"

FREEBOARD:- Renewal freeboard survey has been carried out at this time & new Load Line certificates issued. Freeboard renewal form C11(c) & verification form C12(a) forwarded.

ALTERATIONS:- CONVERSION TO OIL BURNING.

Vessel converted to carry oil fuel, for oil burning in boilers, in 6 tween deck tanks abreast E. & B. casings (3p & 3S), in former deep water ballast tank (p & S) aloft engineroom & N^o 7 D.B. tank, and oil fuel settling tanks arranged in deep oil fuel tanks (p & S) above thrust recess, also a deep water ballast tank in original cross bunker (coal) forward of boiler room all as per plans submitted by Messrs Alex. Stephen & Sons, Glasgow on behalf of Owners, on 25th June 1946 & as amended & approved in Glasgow letter of 27th June 1946. (See also Glasgow letter of 18th June 1946 & London letter of 22nd June 1946.)

N^o 5 D.B. tank arranged as an overflow tank from oil fuel tanks & settling tanks & cofferdams arranged in double bottom between N^o 5 D.B. overflow tank & N^o 6 F.W. tank & between N^o 6 F.W. tank & N^o 7 D.B. oil fuel tank. Bilge suction pipes & sounding pipes fitted to D.B. cofferdams.

Cofferdams (p & S) fitted between after tween deck oil fuel tanks and F.W. tanks at fore end of N^o 4 tween deck (p & S)

Oil gutterway fitted on D.B. tank top in engineroom in way of forward bulkhead of deep O.F. tanks & provision made for drainage.

Note- This vessel's bulkheads are of all-welded construction & no cladding is fitted on after bulkheads of deep O.F. tanks in N^o 4 hold.

Centre girder in N^o 5 & 7 D.B. oil fuel tanks made virtually oiltight.

Air pipes of area equal to that of filling pipes fitted to all O.F. tanks, led to upper deck level & upper ends fitted with wire gauge diaphragms.

Short sounding pipes with self-closing valves fitted to D.B. tanks in machinery space & efficient means provided for sounding other tanks by sounding pipes from upper deck and/or pneumarcator gauges.

The remaining requirements of the Rules where applicable have been complied with.

RECORD FOR REGISTER BOOK - "FITTED FOR OIL FUEL 10.46. F.P. ABOVE 150° F."

ALTERATION:- An efficient vertical sliding watertight door fitted on engineroom bulkhead for access to shaft tunnel in lieu of access through trunk from upper deck level. Door capable of being operated from upper deck level & an indicator fitted at operating position showing whether door is open or closed. On completion, watertight door hose tested & found satisfactory.

S.R. LIST:- (Bower anchor & 45 fms. cable remain to be supplied)

Nothing has been done at this time re indented plating (p & S). This has been examined & found efficient for the present.

Indented plating (SS) (1st strake below sheer N^o 2 from forward) has been examined at this time & being of a very slight nature & not affecting the efficiency of the vessel, it is submitted that reference to indented plating (SS) be deleted from the S.R. list. Windlass bedplate (SS) & slight buckling of bottom plating in way of N^o 4 hold (p & S) have been specially examined at this time & found satisfactory. As these items are of a slight nature & do not affect the efficiency of the vessel, it is submitted that they be deleted from the S.R. list.