

REC'D NEW YORK MAR 27 1948

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No. 8612

Pt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th Mar. 1948 When handed in at Local Office 25th Mar. 1948 Port of Baltimore, Maryland
No. in Reg. Book Survey held at Baltimore, Maryland Date, First Survey February 22nd, Last Survey February 25th, 1948
(No. of Visits 5)

32143 on the ~~Wood Iron or Steel~~ S.S. "ROWANBANK"

TONNAGE:— Built at Richmond, Cal. By whom Permanente Metals Corp. When 1943 —
GROSS 7262 Owners Bank Line, Limited Owners' Address —
UNDER DK. 6729 Managers A. Weir and Company Port belonging to Glasgow
NET 4419

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Bethlehem Key Highway Destined Voyage Foreign

Cell DBor DBa feet; uE&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. Port

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 —

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 (Classification Contemplated)	
5.47	
Examined 5.47	

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 8 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking, Completion Classification, S.S., and Freeboard Renewal Survey.

The vessel placed on the drydock, the bottom and rudder cleaned, examined, and coated.

Done for damage stated sustained by stress of weather during a voyage from Port Said to Boston, January - February 1948:— The rudder lifted, the bottom pintle bearing renewed, the scored carrier bearing machined true and realigned, the rudder replaced and tested out in order.

Done for Completion of Special Survey for Classification:— The after peak tank and the double bottom tanks under engines and boilers examined internally and found good. All double bottom tanks, the fore and after peak tanks, the forward and after deep tanks, and the oil fuel settling tanks tested on the dock to Rule requirements, manhole door joints renewed as necessary and all proven tight. The windlass and steering engines and all gear opened up, examined, minor repairs made and all placed in order. The rudder lifted, the lower tube stock drilled for leakage, found good and the test hole plugged, the rudder and rudder stock examined for fractures and found good, the rudder

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	(P.T.O.)
Renewed									
Removed and Faired or Repaired									
Faired or Repaired in place									

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	— Year —
Hamings	"	Cement or Asphalt	—	Oil Bunkers	—	Boats	Good
Stems & Fastenings	"	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	Examined
" " in way of sidelights	—	Windlass	"	Hatches	"	(State if wedges removed.)	—
Names	Good	Have pumps been examined and found efficient?	Yes	Planking	—	Equipment letter	a
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Anchors, No. of	2 B 1 S
Longitudinals	"	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Cables (State if now ranged)	Yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	—	" length 225 fms. mean diam 2 1/16 MS	✓
Boors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	—	" Rule length 270 fms. size 2 1/16	✓
Stingers	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	—	Chain Locker	Good
Inner Bottom Plating	"			" " at other places	—	Hawsers & Warps	"
Have the Tanks been examined internally?	See Rpt			Stringers, Clamps & Shelves	—	Standing and Running Rigging	"
Have the Tanks been tested?	Yes			Salting (State if examined.)	—	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 good and efficient condition and is eligible in my opinion to be continued as now classed with fresh record of Survey 2,48, and a record of Special Survey with date (Classification contemplated), subject to the indented shell plating p and s being dealt with at the Owners' Convenience, to 30 fms. of cable being supplied at the first opportunity and to the last fifteen fathoms at chain locker end, starboard side, Cert. No. 4114) being renewed at the first opportunity and to the tunnel W.T. door being altered to comply with the Rule requirements.

Survey Fee (per Section 29) Dkg. & Comp. SS	400.00:	Fees applied for,	25 Mar. 1948
Special Damage or Repair Fee (if any) HW	50.00:	Received by me,	—
(per Sec. 29) Sunday fee	10.00:		—
Travelling Expenses (if chargeable)	4.00:		—
Tele. & Cables	27.50:		—
and Surveyor's Fee (if any)	—:		—

Surveyor to Lloyd's Register of Shipping.

Committee's Minute!

Character Assigned 100A1-248 BAE subject

Classed 2,48

T.S. 2,48

Carrying oil F.P. above 150°F in deep tank aft
Fitted for oil fuel F.P. above 150°F.

Is Certificate required? If so, to be sent to

Is a Certificate required? If so, to be sent to

004300-004307-0076

trunk and transom space examined internally, the chain locker examined, the masts and rigging examined, the anchors and cables ranged, examined, and checked, the decks, hatches, ventilators, and coamings examined and the freeboard markings verified.

S. R. List:- Classification Survey partly held. Indented shell plating and etc. (p.s.)

Done:- The Classification Survey now completed. The indented shell plating p.s. not dealt with.
15 fathoms cable (Cert. No. 4114) now examined and found as stated above. 30 fathoms of cable and bower
anchor not dealt with.

If Stockless, state *Mechanical Test*.

ANCHORS.

[illegible]

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

[illegible]

Iron Stream Chain }
or Steel Wire .. }