

Rpt. 8:

(Received at London Office.....)

No. 104690

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report.....19.....

When handed in at Local Office.....19.....

Port of.....

NEWCASTLE-ON-TYNE

No. in  
Reg. Book.

Survey held at North Shields.

Date, First Survey

April 1st

Last Survey

July 25th

1947

(No. of Visits

14)

83689

on the ~~West-End~~ Steel s.s. "THISTLEMUIR"

YEAR.

MONTH.

1942

12

TONNAGE :-

GROSS 7237

UNDER DK. 6793

NET 4293

Built at Sunderland

By whom J.L. Thompson &amp; Sons Ltd.

When

Owners Albyn Line Limited

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers Allen, Black &amp; Co. Limited

Port belonging to Sunderland

Surveyed Afloat ~~in~~ Dry Dock?

Both

Name of Dock Smith's Dock Co. Ltd.

Destined Voyage

Cell DBor DBa

feet; uE &amp; 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. 47589 Port

NYK.

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).

100 A1

L.M.C. 12,42

with freeboard 5,46

C.L. 2,45

Cargo Ballers  
not fitted

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 Supt.

Society's Freeboard (if assigned) as } 11 ft. 7 ins.  
painted on Ship and now verified }

not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY AND OIL FUEL CONVERSION.

DAMAGE "A". Stated caused by Heavy Weather whilst on Passage Leith to New York during October and November, 1946.

DAMAGE "B". Stated caused by contact with Quay Wall at Leith on 22nd October, 1946.

DAMAGE "C". Stated caused by Stevedores at Piraeus during July and August, 1946.

DAMAGE "D". Stated caused by contact with Quay Wall at Cardiff on the 26th February, 1945.

DAMAGE "E". Stated caused by contact with Quay Wall at Cardiff on the 13th February, 1945.

DAMAGE "F". Stated caused by Striking a submerged object at Toulon on the 9th October, 1944.

DAMAGE "G". Stated caused by contact with Quay Wall at Rothesay Dock on the 28th January, 1944.

Contd....

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.

Frames.

R. Frames.

Floors and  
Bracket Floors

Beams.

Inner Bottom  
Plates.

Dk. Plates.

Other Items :-

Renewed ...

-

2

-

-

-

1

-

Bilge Keel & 1 Bulkhead  
wing plate (see Report)

Removed and Fair'd or Repaired

6

-

-

-

-

-

-

Fair'd or Repaired in place ...

11

8

-

-

-

-

-

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks Good

Stowings Good

Rings &amp; Fastenings Good

Outside Plating Good

" in way of sidelights Good

Frames Good

Reverse Frames Good

Rigging Good

Inverses Good

Boards Good

Planks Good

Girders Good

Inner Bottom Plating Good

Have the Tanks been examined internally? Yes

Have the Tanks been tested? Yes

Bulkheads

Good

Gelling

Cement or Asphalt

Good

Rudder

Good

Steering gear and its connections

Good

Windlass

Good

Have pumps been examined and found efficient?

Yes

Have Clutch Valves been examined and found efficient?

Efficient

Have Watertight Doors been examined and found efficient?

Yes

Have Ventilators and their Coamings been examined and found efficient?

Yes Good

Air and Sounding Pipes

Good

Doubling Plates under Sounding Pipes

Good

Engine Room Skylights

Good

Gear Bunkers, Openings, Covers, etc.

Oil Bunkers

Good

Seuppers

Good

Cargo Hatchways

Good

Hatches

Good

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Selling

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

Good

Masts, Yards, &amp;c.

Good

Condition, how ascertained by examination  
(State if wedges removed.)

Equipment letter

a +

Anchors, No. of

2B 1S

Cables (State if now ranged)

Yes

" length 270 mean diamr. 2.5/16

(on board.)

" Rule length 270 size 2.5/16

Chain Locker

Good

Hawsers &amp; Warps

Good

Standing and Running Rigging

Good

Sails

General Observations, Opinion as to Class, Recommendation, &amp;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 good condition and eligible in my opinion to remain as now classed with record of dry docking 7,47 and notation S.S. SHL- 7,47.

(Bower Anchor to supply)

Vessel fitted for Oil Fuel 7,47.

Survey Fee (per Section 29) S.S.

31: 0: 0

Fees applied for,

Special Damage &amp; Repair Fee (per Sec. 29)

15: 15: 0

Received by me,

Oil Fuel Conversion

20: 0: 0

19

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

:

19

Licence Case.

TUES. 21 OCT 1947

Committee's Minute

Character Assigned

See hwr 470

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register  
Foundation

004369-004373-0384

Is Certificate required? If so, to be sent to







"THISTLEMUIR".

OIL FUEL CONVERSION (CONTD.)

NOW DONE:-

No. 2 and 3 Double Bottom Tanks are now to be used for Oil Fuel and Heating Coils have been installed, the manhole covers have been fitted with Oil-tight jointing and the seams of the No. 2 Tank top plating have been welded.

All the necessary air, filling and suction pipes have been fitted to Rule requirements.

The deep tank aft is also to be used for Oil Fuel, and heating coils have been supplied, necessary air, filling and suction pipes have been fitted to Rule requirements, the after bulkhead has been fitted with wood sparring and an Oil drip gutterway provided across the D.B. Tank top.

The Cross Bunker between frames 86/93 has now been adapted for Oil Fuel in accordance with the approved plan, heating coils have been fitted and the fore bulkhead has been sheathed with wood sparring, all necessary air, filling and suction pipes, drip trays and gutterways have been fitted to Rule requirements. All Air pipes to Oil Fuel compartments have been fitted with gauzes.

Cross Bunker, Deep Tank and No. 2 and 3 D.B. Tanks tested on completion and found satisfactory.

PER S.R.L.

The indented plating etc. (P. & S.) has now been dealt with, and it is recommended that this item be deleted from the S.R.L.

The vessel has a few minor indents in the shell which do not in my opinion merit recording.

The defective shell rivetting etc. (P.S.) in way of No. 2 lower hold has now been dealt with and it is recommended that this item also be deleted from the S.R.L.

The vessel was examined in dry dock for grounding, see New York Report 47589 of February, 1947, and no damage was found.

