

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4.10.1943 When handed in at Local Office 4.10.1943 Port of Aberdeen
No. in Survey held at Aberdeen Date, First Survey 13.8 Last Survey 29.9.1943
Reg. Book. 21128 on the Wood, Iron or Steel 3rd SS Cantick Head (No. of Visits 7)

TONNAGE:—
GROSS 488 Built at Aberdeen By whom James & Sons Ltd When 1921 MONTH 8
UNDER DK. 316 Owners A. L. Henry & Mac Gregor Ltd Owners' Address Leith
NET 217 Managers ✓ Port belonging to Leith
(If not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock Both Name of Dock Fochras Quay No. 2 Destined Voyage ✓
Cell D Bor 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. 20750 Port Leith

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

CHARACTER.	Machinery and Boiler Surveys
<input checked="" type="checkbox"/> for Special Survey.	(Including date of N.B., if any).
Date of last Survey and of Periodical Surveys.	
<u>4.10.41</u>	<u>PL.M.C. 7.39</u>
<u>8.42</u>	<u>B.S. 8.42</u>
<u>SS.Lm No 3 7.34</u>	<u>T.S.C.L. 12.41</u>
<u>SS.Lh. No 1-39</u>	

(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 ✓

Society's Freeboard (if assigned) as painted on Ship and now verified 3 ft. 8 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey & Alterations

Now Done: The vessel placed on the Port Bottom. Bottom, keel & rudder cleaned, examined, placed in good order & recoated. The holds, peaks, bunks, & machinery spaces (including below boiler) ceiling & timber boards in holds & bunks lifted, steel work chipped & painted. All double bottom & peak tanks examined internally & tested under water pressure to Rule requirements. Decks examined. Chain cables ranged & chain locker examined. Anchors, marks, rigging, hatchways, coamings, hatches, steering gear, chains etc. quadrant & tiller, windlass pumps, air & sounding pipes, & general equipment examined.

Annual Freeboard survey held at this time See Abn. Rpt. No 21203.

Alterations: No. 2 DB tank has now been altered in accordance with the approved plans dated 23/3/43. Copy attached. The pumping plan on the vessel has been altered.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>✓</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	(State if on Felt.)
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>Good</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>Examined</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>✓</u>	(State if wedges removed.) <u>None</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Equipment letter <u>9</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>None</u>	Treenails <u>✓</u>	Anchors, No. of <u>321</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>✓</u>	Cables (State if now ranged) <u>ranged</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>✓</u>	" length <u>165 ft</u> mean diamr. <u>1 1/16"</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>Yes</u>	Timbers of Frame at openings <u>✓</u>	(on board.)
Stringers <u>"</u>		" " at other places <u>✓</u>	" Rule length <u>165 ft</u> size <u>1 1/16</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>✓</u>	Chain Locker <u>Good</u>
Have the Tanks been examined internally? <u>Yes</u>		Satting <u>✓</u>	Hawsers & Warps <u>"</u>
Have the Tanks been tested? <u>Yes</u>		(State if examined.)	Standing and Running Rigging <u>"</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 now in good & efficient condition & eligible in my opinion to remain as now classed with fresh record of survey 9.43 & notation of SS Abn. 2nd No 2.43 Subject to buckled stem & stem plating, bilge plate (SS) aft end of hold, indented plating (SS) keel & bottom plating (P.S.A) being repaired at the first available opportunity

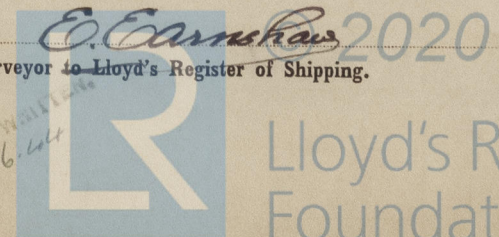
Survey Fee (per Section 29) <u>SS 2nd No 2</u>	£ <u>11</u> : <u>5</u> : <u>—</u>	Fees applied for, <u>4.10.1943</u>
Special Damage or Repair Fee (if any) <u>Alterations</u>	£ <u>9</u> : <u>9</u> : <u>—</u>	Received by me, <u>19</u>
(per Sec. 29) LICENCE CASE		
Travelling Expenses (if chargeable)	£ : :	
Second Surveyor's Fee (if any)	£ : :	

Committee's Minute

Character Assigned Write Own

9.43 Abn. subject
SS No 2-43
BS 9.43

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

001849-004851-0096

to conform to the new arrangements.

Wear & tear repairs: Bunkers 5 Vertical angle stiffens on W.I bulkhead renewed 3 angle stiffens & centre plates on screen bulkhead renewed. Bunker hatch rest bars renewed. Gallery floor renewed. Forecastle guard rails failed, 45 hatch cleats renewed, 6 hatch covers renewed. Tunnel casing repaired, doublings fitted in two places. Windlass & steering gear overhauled. Steering rods & chains annealed & tested. 4 Sheave pins renewed. Rigging overhauled & part renewed. Cables ranged. Other minor repairs carried out. Port ceiling renewed.

carried out. Port ceiling removed.
Sound: Stem bar slightly set over to Starboard from the 4' to the 11' 0"
 mark. Stem plating in way buckled. Meandering efficient.
S.R.L. Bilge plate (S.S.) aft end of hold, indented plating etc (S.S.) keel,
 bottom plating (P.S.A.) examined & found efficient.

ANCHORS.

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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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patentee.

... 1st, 2nd, or 3rd bower.

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

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial 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.

If Stockless, state Mechanical Test.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.