

Rpt. 8.

(Received at London Office 18-APR 1952)

No. 35446

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th MARCH 1952. When handed in at Local Office MAR 19 1952. Port of SUNDERLAND

No. in Reg. Book 28878 Survey held at SUNDERLAND Date, First Survey 16th JANUARY Last Survey 14th MARCH 1952

on the Wood, Iron or Steel 3/5" TEMPO 4 (No. of Visits 7)

TONNAGE: Built at WEST HARTLEPOOL By whom WM GRAY & CO LTD When 1945 9

GROSS 3486 Owners PELTON S.S. CO LTD Owners' Address

UNDER DK 2512 Managers Port belonging to NEWCASTLE

NET 2189

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock COMMISSIONERS D.D. ETC. Destined Voyage

Cell DBor DBa UNDOCKED 1-2-52. feet; uE & B. feet; f. feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. EPT tons; APT tons; MT feet tons. } CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

N.B.—All alterations in the existing records should be underlined. Last Report, No. 107947 Port hwc

(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. Superintendent. Society's Freeboard (if assigned) as painted on Ship and now verified 8 ft 11 ins. Was a damage report made by anyone else? if so, by whom? Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE DOCKING ANNUAL FREEBOARD SURVEY & ALTERATIONS

DAMAGE: Cause and date not stated. Vessel placed in dry dock, the bottom and rudder cleared examined and the following permanent repairs effected: Bottom shell plating (shot from forward) Kell plates 15.8 2.3 removed faired, refitted 3 floors in way faired in place Number of slack rivets renewed No 1 DB tank tested on completion of repairs and found satisfactory 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 ...								Rivets.
Removed and Faired or Repaired	2							
Faired or Repaired in place				3				

PRESENT CONDITION OF THE		Bulkheads (DEEP TANK)		Engine Room Skylights.		Copper, or Y.M. (State if on Fall)	
Decks	GOOD	Ceiling	GOOD	Good Bunkers, Openings, Covers, &c.	GOOD	When fitted, Month	Year
Caulking of Decks	"	Cement or Asphalt	NOT EXP.	Oil Bunkers (DEEP TANK)	"	Boats	NOT EXP.
Coamings	"	Rudder	GOOD	Scuppers	"	Masts, Yards, &c.	"
Beams & Fastenings	NOT EXAM.P.	Steering gear and its connections.	"	Cargo Hatchways	"	Condition, how ascertained. (State if wedges removed)	U W
Outside Plating	GOOD	Windlass	"	Hatches	"	Equipment letter	
" " In way of sidelights	NOT EXP.	Have pumps been examined and found efficient?	NOT EXP.	Planking		Anchors, No. of	3 B 1 S.
Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Cables (State if now ranged)	No.
Reverse Frames	✓	Have Watertight Doors been examined and found efficient?	NOT EXP.	Treenails		" length (on board.)	REPORTED
Longitudinals	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		" Rule length	COMPLETE
Transverses	✓	Air and Sounding Pipes ABOVE DECK	GOOD	Transoms, Pointers & Crutches		Chain Locker	
Floors	NOT EXP.	Doubling Plates under Sounding Pipes	NOT EXP.	Timbers of Frame at openings		Hawsers & Warps	
Keelsons	"			" " at other places		Standing and Running Rigging	
Stringers	"			Stringers, Clamps & Shelves		Sails	
Inner Bottom Plating	"			Salting (State if examined.)			
Have the Tanks been examined internally?	No.						
Have the Tanks been tested?	No 1, 3 DB AND DEEP TANK.						

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 efficient condition and eligible in my opinion to remain as classed with record of survey 2.52 subject as previously recommended to indented shell plates EH. 54 (55F) being slack with at next Special Survey. The notation Fitted for oil fuel 3.52 FP above 150°F to be entered: S.R.B.

Survey Fee (per Section 29) £ : : Fees applied for, APR - 7, 1952 Received by me, S. MacLachlan

Special Damage or Repair Fee (if any) (per Sec. 29) £ 9 : 9 : 0 Travelling Expenses (if chargeable) Alterations £ 35 : 0 : 0 Second Surveyor's Fee (if any) £ : : : Committee's Minute THURS 8 MAY 1952 Character Assigned 2.52 Sld. subject BS 3.52 Fitted for OF. 3.52 F.P. above 150°F

15 APR 1952

MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the spaces for Committee's Minutes.)

Is Certificate required? If so, to be sent to



3/5 TEMPO

The requirements of circular 1866 have been complied with.

Deep tank tested by water pressure on completion of repairs and found satisfactory.

The notation "Fitted for oil fuel 3.52. F.P. above 150°F" to be entered in the Society's Register Book.

The capacity of the deep tank is approx 475 tons oil fuel.

[Signature]

DOCKING. Vessel placed in dry docks, the bottom and mudas cleaned examined and recoated, Decks, hatches, closing angles, casings, superstructure bulkheads, vents - covers air, sounding pipes, windlass & steering gear examined & Keelboard verified.

DRY-DOCK. Several scrubbed mits renewed

HATCHES. 2 Hatch covers renewed.

The Annual Keelboard Survey has been held and the report forwarded.

S.R.L. Indented shell plates E4, F4 etc (55T) not dealt with but remain efficient meantime.

ALTERATIONS. New deep tank for carrying oil fuel (flash point above 150°F) constructed between frames 33-40 in lieu of existing coal bunker.

Beams butts and boundary angles of bulkhead 33 reinforced by welding and new o.t. bulkhead constructed on frame 40.

Seams of DB tank top plating in way reinforced by electric welding.

Good spanning and gutterway fitted to bulkhead 40. in hold. Gutterways fitted in boiler room.

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.
	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.			

Iron Stream Chain or Steel Wire

Existing bunker hatch on poop deck plated over and 17" dia access manhole fitted (P.S). 2 - 6" dia air pipes extending 2'6" above poop deck fitted (P.S) x Sounding pipes fitted (P.S) Heating coils fitted and tested.

The above work carried out to Rule requirements and in accordance with enclosed drawing approved by Ldn letter dated 6th December 1951.

[Signature]

[Handwritten note]

NOTED
C.S.
REC'D
DEPT.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped 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.

