

B. G. SHIP

Rpt. 8.

(Received at London Office

8 NOV 1949

No. 56094

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office 4 - NOV 1949 19... Port of HULL
No. in Reg. Book. 14087 Survey held at HULL Date, First Survey 8-9-49 Last Survey 18-10-49
on the Wood, Iron or Steel n.v. "JIM H" (No. of Visits 14)

TONNAGE: - Built at Goole By whom Goole S.B. & R. Co., Ltd. YEAR 1944 MONTH 9
GROSS 410 Owners Metcalf Motor Coasters, Ltd. Owners' Address -
UNDER DK 24 Managers T.J. Metcalf (If not already recorded in Appendix to Register Book).
NET 190 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Union Dry Dock & Victoria Dock afloat. Destined Voyage -
Cell/Dor/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 BC Summary Port No 114b

(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. 3/10/49. T. 13/10/49 & 28/9/49.

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 1 painted on Ship and now verified } **OIL ENGINES CONTINUOUS SURVEY.**

Was a damage report made by anyone else? if so, by whom? -
REPAIRS, OR EXAMINATION AS PER RULE, FOR Periodical Special Survey, Renewal Load Line & Alterations.

NOW DONE:- Vessel placed in dry dock, shell plating, sternframe and rudder cleaned, examined and recoated. Last seen in dry dock 28/9/49.

Examined:- All holds, decks, tween decks, machinery space, under engines, plating in way of sidelights, chain locker, anchors and cables, fore peak & after peak spaces, fore peak & after peak tanks internally, all double bottom tanks and oil fuel bunkers internally, masts (no wedges), rigging (report attached), hatchways, covers, supports, tarpaulins, cleats & battening arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, general equipment and freeboard.

Spaces cleaned, cleaned and rust removed, also ceiling, lining and cement removed all as required. Steelwork afterwards coated where necessary. 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>"</u>	Steering gear and its connections <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>-</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>-</u>
Transverses <u>(webs)</u> <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>
Floors <u>"</u>	Air and Sounding Pipes <u>good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>-</u>
Stringers <u>"</u>	
Inner Bottom Plating <u>"</u>	
Have the Tanks been examined Internally? <u>Yes</u>	
Have the Tanks been tested? <u>Yes</u>	
Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>-</u>
Coal Bunkers, Openings, Covers, &c. <u>-</u>	(State if on Felt.)
Oil Bunkers <u>good</u>	When fitted, Month <u>-</u> Year <u>-</u>
Scuppers <u>"</u>	Boats <u>good</u>
Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Hatches <u>"</u>	Condition, how ascertained <u>examination</u>
Planking <u>-</u>	(State if wedges removed) <u>report attached.</u>
Caulking <u>-</u>	Equipment letter <u>C</u>
Treenails <u>-</u>	Anchors, No. of <u>2B 1S</u>
Breasthooks & Stemon <u>-</u>	Cables (State if now ranged) <u>Yes</u>
Transoms, Pointers & Crutches <u>-</u>	" length <u>180</u> mean diam. <u>1"</u>
Timbers of Frame at openings <u>-</u>	" Rule length <u>105</u> size <u>1"</u>
" " at other places <u>-</u>	Chain Locker <u>good</u>
Stringers, Clamps & Shelves <u>-</u>	Hawsers & Warps <u>"</u>
Salting <u>-</u>	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 eligible in my opinion to remain as classed with fresh record of Docking 9,49 and to have the Notation S.S. Hul. 10,49 on completion of the Special Survey.

Survey Fee (per Section 29) S.S. £ 15 : - : - Fees applied for 4 - NOV 1949
Special Damage or Repair Fee (if any) alterations £ 10 : 10 : -
Travelling Expenses (if chargeable) £ - : - : -
Second Surveyor's Fee (if any) Rigging £ 1 : - : -
Received by me, R.S. Piddington
19

Committee's Minute FR. 25 NOV 1949
Character Assigned Deferred for Comp Sp Survey but 9,49 Hul / MBS + 10,49
AS 10,49

yes now
Has a Survey also been held on the Machinery of the Ship?
If so, is the Report sent now, or when will it be sent?

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

Is Certificate required? If so, to be sent to



"JIM M".

It was not considered necessary to drill the shell plating.

Tested:- All D.B. tanks & fore and after peak tanks.

Repairs, Wear & Tear:- Two side shell plates at after end of No.2 hold (s.s.) found fractured locally, repaired by cutting out plating in vicinity of fractures and fitting riveted spigot plates.

Bottom rudder gudgeon rebushed.

Several hatch covers & tarpaulins renewed.

Rigging repairs as per rigging report.

Other minor repairs effected.

To complete the Special Survey:-

To be Tested:- Oil fuel bunkers.

The Owners state that the testing of the oil fuel bunkers will be carried out at first opportunity.

Renewal Load Line Survey carried out, please see separate reports.

Note:- It was noted that the shell plating in way of poop space (s.s.) was set in and fractured and deck in way set up. The damage had been previously repaired by fitting a small welded plate over the fractured shell plate.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchor.*	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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

The Owners do not propose to carry out further repairs and as the efficiency of the vessel is not affected, it is recommended that this defect be recorded as an endorsement item (Category B.)

Alterations:- Longitudinal bulkheads (p. & s.) in hold spaces forming wing ballast tanks cut away to increase hold capacity and stiffening fitted in accordance with approved drawing. Forwarded herewith.

As the W.T. bulkhead between Nos. 1 & 2 holds has been pierced to make No.1 hold

see cont. sheet.

Rpt. 9a.

Port of

HULL.

B. C. SHIP

Continuation of Report No. 56094 dated 18.10.49.

on the

"JIM M".

bilge common with No.2 hold. It is recommended that the Notation 4 BHS 4 W.T. in Register Book be amended to 4 BHS 3WT. Also as no cargo battens are fitted in the ship's sides in way of the holds, the Notation "No cargo battens fitted" be made in the Register Book.

R.S. Piddington

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.

CSS.

