

6 JUL 1950

No. 20334

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25 JUNE 1950. When handed in at Local Office 26 JUNE 1950.

Port of SOUTHAMPTON

No. in Survey held at Southampton

Date, First Survey

16 JAN

Last Survey

26 APR

1950

Reg. Book. on the ~~Wood, Iron or Steel~~ Twin S.S. "AUTOCARRIER"

(No. of Visits 10)

TONNAGE :-

GROSS 985

UNDER DK. 645

NET 362

Built at Glasgow

By whom D & W Henderson & Co. Ltd.

YEAR

1931

MONTH

Owners British Transport Commission

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock No. 2 DD & Stn docks

Destined Voyage English Channel Service

Cell DBor DBa feet; uE & B feet; f feet

total capacity tons. FPT tons; APT tons; MT 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

(Classification Contemplated)

(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 } ft. ins

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY for CLASSIFICATION

NOW DONE: Vessel placed in drydock. bottom and rudder (lifted) cleaned examined found or placed in good condition and recoated. The whole of the frames, beams, stringers, floors, keelsons, engine and boiler sealings, W.T. bhd's, rivets and inner surfaces of plating cleaned and examined. Wood bolting, grounding chocks, wood decking, cement and tiles removed or part removed for examination of steelwork and replaced or renewed. Vessel drilled for scantlings as shown on the drilling sheet. All double bottom tanks and fore and aft peak tanks examined internally and tested as per Rule. Plating in way of sidelights, chain lkr, decks, casings, ventilators, coamings, hatchways, covers, supports and fastenings, air and sounding pipes, striking plates, watertight doors, windlass, steering gear and its connections, anchors and cables, masts and rigging, general equipment etc examined and found or placed in good condition.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd 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	- do -	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	- do -	When fitted, Month	Year
Coamings	- do -	Cement or Asphalt	Good	Oil Bunkers	-	Boats	Good
Beams & Fastenings	- do -	Rudder	- do -	Scuppers	Good	Masts, Yards, &c.	- do -
Outside Plating	- do -	Steering gear and its connections	- do -	Cargo Hatchways	- do -	Condition, how ascertained (State if wedges removed.)	By exam (Yes)
" " in way of sidelights	- do -	Windlass	- do -	Hatches	- do -	Equipment letter	
Frames	- do -	Have pumps been examined and found efficient?	Yes	Planking		Anchors. No. of	28 + 15
Reverse Frames	- do -	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Cables (State if now ranged)	Good (Yes)
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	Yes	Treenails		" length 211 2/3 (on board.)	mean diamr. 1 7/16"
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" Rule length	size
Floors	Good	Alr and Sounding Pipes	Good	Transoms, Pointers & Crutches		Chain Locker	Good
Keelsons	- do -	Doubling Plates under Sounding Pipes	- do -	Timbers of Frame at openings		Hawsers & Warps	Sufficient
Stringers	- do -			" " at other places		Standing and Running Rigging	Efficient
Inner Bottom Plating	- do -			Saling		Sails	✓
Have the Tanks been examined internally?	YES						
Have the Tanks been tested?	YES						

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 our opinion to be classed A- with freeboard "For Channel service South West and South East of Gt. Britain, limiting ports Northwards Oban & Harwich," and to have record of Survey 3.50 and the notation of ss Sou-4.50(Dr).

Survey Fee (per Section 29) £ 72 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29) £ 50 : 0 : 0

19

Travelling Expenses (if chargeable) :

Received by me,

Second Surveyor's Fee (if any) :

19

Committee's Minute. FRI 29 SEP 1950

Character Assigned Assign class A- with freeboard

Surveyor to Lloyd's Register of Shipping

Both S(N) 2,49 For Channel Service South West & South East of Gt. Britain limiting ports Oban & Harwich
(N) nke mchypat class 4.50, 3.50 Son; ss Son - 4.50(Dr) limiting ports Oban & Harwich

T.S.S. "AUTOCARRIER"

WEAR & TEAR REPAIRS:

SHELL - Plates numbered from aft.

KEEL PLATES Nos. 5, 6 and 7 (p & s) doubled under boiler room.

A STRAKE No. 6 (p & s) renewed. No. 7 (p & s) cropped and part renewed (Built E.W.)

B STRAKE No. 11. (p & s) doubled.

E STRAKE Nos. 4, 6, 7 and 8 (p & s) doubled.

F STRAKE. No. 6 (p) renewed.

New hawse pipe fitted port.

Belting angle bars, defective portions (p & s) renewed. 45ft total.

Coaling doors (p & s) renewed, doubling in way renewed.

INTERNAL REPAIRS :

No.1 side keelson (p & s) under boilers renewed.

Three frames in Eng. Rm (S.S.) cropped and part renewed.

UPPER DECK.

STRINGER PLATE.

No. 1 plate (aft) doubled. port and starbd.

Nos. 3 & 4 (p & s) renewed.

Nos. 6, 7, 8. (p & s) doubled.

No. 9 (port) renewed.

No. 9. (std). doubled.

1st STRAKE in from stringer.

Nos 1, 2 and 3 (p & s) renewed, No. 6 (p.s) doubled.

Nos. 5, 7 and 8 (p & s) renewed.

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

ANCHORS.

Number of Certificates.	Anchors.*	WEIGHT OF 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															

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

No. 2 STRAKE in from stringer.

Nos. 1 and 2 (p & s) doubled.

Nos. 3, 4, 5 and 6 (p & s) renewed.

Nos. 7 & 8 (p & s) doubled.

Nos 9 & 10 (p & s) renewed.

CENTRE STRAKE :

Doubled at aft end, companion to hatch, hatch to bridge, forward of blr casing, between bridge front and hatch. Renewed from fwd hatch to forecandle.

I.S.S. "AUTOCARRIER"**WEAR & TEAR REPAIRS (Contd.)****BRIDGE DECK.**

Doublers fitted in way of Officers' lavatory and in saloon forward. Waterways doubled. House side plating renewed under doors and windows renewed, doubled in way of Galley. Main air shafts in saloon renewed. Bridge front casing doubled locally over corroded areas.

HOUSE ON BRIDGE DECK.

House top plating wasted generally, wood deck lifted and whole area re-plated, wood deck and fittings replaced.

Fiddley top doubled.

BULKHEADS.

Fore peak and chain locker bulkhead doubled in way of local wastage.

Fore hold and boiler room bulkhead doubled in way of ash ejector.

COAL BUNKERS.

Fore and aft boiler room bulkheads doubled in way of local thin areas and four diagonal stays (p & s) renewed. Bunkers thoroughly scaled for survey and re-coated.

DOUBLE BOTTOM.

Tank top forward doubled over thin areas and water tested to full head and found satisfactory.

TUNNEL TOP (After Hold Flat)

Stringer plating (p & s) and plating at after bulkhead doubled.

AFT PEAK FLAT.

Tank top re-plated from frame 4 to frame 11, water tested on completion and found satisfactory.

NUMEROUS OTHER REPAIRS OF A MINOR NATURE ALSO EFFECTED.

The whole of the requirements of the Special Survey for Classification have now been carried out, and the scantlings and arrangements of the sternframe and rudder and watertight bulkheads have been examined and found satisfactory.

VESSEL UNDOCKED 17. MARCH. 1950.

Geo. Smart



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Foundation