

SPRINGBANK 89

008541 - 008549 - 0040

2 DEC 1947

Rpt. 8.

(Received at London Office)

No. 54532

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26.11.1947 When handed in at Local Office 28 NOV 1947 Port of HULL

No. in Survey held at Hull Date, First Survey 8.10.47 Last Survey 6.11.1947

Reg. Book 32573 on the Wood, Iron or Steel SS. "SPRINGBANK" (ex "Sauspelga")

TONNAGE: Built at Baltimore, Md. By whom Bethlehem Fairfield Shipyard Inc. When 1944

GROSS 7278 Owners Bank Line Co. Owners' Address Glasgow

UNDER DK 6683 Managers A. Weir & Co. Port belonging to Glasgow

NET 4408 Surveyed Afloat or in Dry Dock? both Name of Dock King George. Destined Voyage

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

total capacity tons. FPT 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. Classification Contemplated.

Last Report, No. Port

(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 Commencement of Classification Survey and Loadline Assignment.

Now done: Vessel placed in drydock, shell plating, stemframe & rudder cleaned, examined & re-coated.

Examined: All holds, decks, tween decks, engine & boiler spaces above platform, structure under boilers, chain locker, anchors & cables, fore peak & after peak spaces, fore & after peak tanks internally, ab. tanks under engines & boilers, forward deep tanks, hatchways, covers, supports, tarpaulins, cleats & battening arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, W.T. door, general equipment and freeboard.

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	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	
Stowings	"	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month	Year
Rivets & Fastenings	"	Rudder	Good	Scuppers	Good	Boats	Good.
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	not ca?
" " in way of sidelights	✓	Windlass	"	Hatches	"	Condition, how ascertained	✓
Frames	Good	Have pumps been examined and found efficient?	Yes.	Planking		(State if wedges removed.)	
Transverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	Yes.	Treenails		Anchors, No. of	3 B, 15. ✓
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson		Cables (State if now ranged)	Yes. 2 1/2"
Decks	✓	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		" length 60 mean diamr. 2 1/4"	
Beams	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		" Rule length size	
Inner Bottom Plating	✓			" " at other places		Chain Locker	Good
Have the Tanks been examined internally?				Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Have the Tanks been tested?				Salting	State if examined.	Standing and Running Rigging	✓
						Sails	✓

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 an efficient condition and is eligible in my opinion to be classed 100A1 with date on completion of the survey.

Water Capacity	Tons	134
	Tons	155
	Tons	760
	Tons	648

Classification Fee (per Section 29) £ 82 : 0 : 0

Fees applied for, 28 NOV 1947

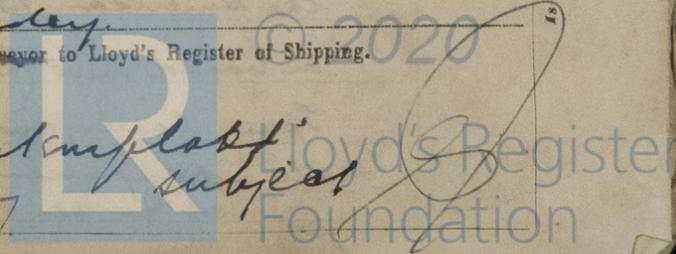
Received by me, J.L. Bealey

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Factor Assigned

of Visits



contd.)

SS. "Springbank"

Spaces cleared, cleaned + rust removed, steelwork afterwards coated where necessary.

No tanks tested at this time.

Repairs to R: Rudder lower bearing re-bushed, clamp bearing removed + fitted with brass in lieu of wood liner. A number of minor repairs also effected.

To complete the Survey the following parts remain to be examined: - engine space below platform, all d.b. tanks (O.F.) internally except under engines + boilers, deep tanks aft and mast + rigging. In addition all tanks remain to be tested.

During the course of the Survey the following damages were noted: (1) "Stated caused by contact with knuckles of N° 3 pier west St. John N.B. on 3rd March 1947" covered by a certificate issued by Surveyors to the British Corporation on completion of temporary repair: - Shell plate indented in N° 4 hold ss. F 13, G 13 + 14 (at EW bulk); plating in E + H strake also slightly affected, and 2 side frames in way. It is recommended that permanent repairs be carried out on completion of the Special Survey.

(2) Cause not stated: - Shell plate G 4 + G 5 ps. slightly indented between frames and punctured in two places, the

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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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.

latter defects being previously covered by external doublings efficiently welded. This damage is considered not to affect the class of the vessel.

Anchor & cables: Two bower anchors and 210 fms. chain cable have been identified with endorsed test certificates issued by the American Bureau of Shipping. A further 60 fms of cable are also on board but no certificates were produced at the time of survey. Spare bower anchor now placed on board (for particulars see Rpt. 1.) Loadline assignment survey carried out, provisional Lh. certificate issued as per copy attached.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.



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