

SPRINGBANK

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 Reg. Book 32573 Survey held at Hull Date, First Survey 8.10.47 Last Survey 6.11.1947

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

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

GROSS 7248 Owners Bank Line Ltd. 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).

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

(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

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 Fairled or Repaired

Fairled or Repaired in place

PRESENT CONDITION OF THE

Good Bulkheads Good Engine Room Skylights Good

Good Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. " Good

Good Platings " Cement or Asphalt " Oil Bunkers " Good

Good Beams & Fastenings " Rudder Good Scuppers " Good

Good Outside Plating " Steering gear and its connections " Cargo Hatchways " Good

Good " in way of sidelights " Windlass " Hatches " Good

Good Frames " Have pumps been examined and found efficient? " Planking " Good

Good Transverse Frames " Have Sluice Valves been examined and found efficient? " Caulking " Good

Good Longitudinals " Have Watertight Doors been examined and found efficient? " Treenails " Good

Good Transverses " Have Ventilators and their Coamings been examined and found efficient? " Breasthooks & Stemson " Good

Good Doors " Have the Tanks been examined internally? " Transoms, Pointers & Crutches " Good

Good Elsons " Have the Tanks been tested? " Timbers of Frame at openings " Good

Good Riggers " Doubling Plates under Sounding Pipes " Stringers, Clamps & Shelves " Good

Good Inner Bottom Plating " Salting " State if examined. " Good

Good Copper, or Y.M. (State if on Felt.) When fitted, Month Year

Good Boats Good. Masts, Yards, &c. not ca?

Good Condition, how ascertained (State if wedges removed.) Equipment letter

Good Anchors, No. of 3 B, 15. Cables (State if now ranged) 1/2 1 1/2 length 60 mean diamr. 2 1/4 (on board.) Rule length size

Good Chain Locker Good. Hawsers & Warps Sufficient

Good Standing and Running Rigging Salls

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.

Classification 82: 0: 0 Fees applied for, 28 NOV 1947

Received by me, 19

Surveyor's Fee (if any)

Committee's Minute

Factor Assigned

of Visits

Record 100A1 Classification Contemplated subject

5 (CL) 11.47 Examined 11.47 BS. 11.47



ss. "Springbank".

No tanks tested at this time.

A number of minor repairs also effected.

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. Shore Rep. Sandships.  
+1. Following damages were

to be tested.

During the course of the Survey the following damages were noted: (1) "Stated caused by contact with knuckles of N<sup>o</sup> 3 pier west St. John N.B. on 3<sup>rd</sup> March 1947" covered by a certificate issued by Surveyors to the British Corporation on completion of temporary repair:— Shell plate indented in N<sup>o</sup> 4 hold ss. F 13, G 13 + 14 (at EW butt); 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.

Shell plate G 4 + G 5 ps. slightly

(2) Cause not stated:— Shell plates G4 & G5 p.s. 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.

When Anchors of

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

If Patent state name of Patentee.

It must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

Kedge .....

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

CHAIN CABLES.

[illegible]

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

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 particular see Rpt. 1.)  
Loadline assignment survey carried out, provisional Lh. certificate  
 issued as per copy attached. J.B.

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.

and \_\_\_\_\_

\_\_\_\_\_, state Mechanical Test.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Stockless, state Mechanical Test.

TH  
“V  
execut  
whatev  
entry i  
Comm  
bert. B

Port. B