

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 4<sup>th</sup> FEBRUARY 1955 When handed in at Local Office 10<sup>th</sup> FEB 1955 Port of GREENOCK  
 No. in Survey held at PORT-GLASGOW Date, First Survey 10<sup>th</sup> DEC. 1954 Last Survey 1<sup>st</sup> FEB. 1955  
 Reg. Book Supp. 91495 on the Wood, Iron or Steel Barge "J. P. WEBB" (No of Visits 19)

TONNAGE — Built at PORT-GLASGOW By whom FERGUSON BROS (P.G.) LD. When 1954 MONTH 11  
 GROSS 967 Owners MELBOURNE HARBOUR TRUST COMMISSIONERS Owners' Address —  
 UNDER DK 854 Managers — Port belonging to MELBOURNE  
 NET 300

Surveyed Afloat or in Dry Dock? BOTH Name of Dock LAMONTS SHIPWAY P.G. Destined Voyage —  
 Cell DBor DBa — feet: uE&B — feet: f — feet } Particulars of Classification (which must be inserted  
 total capacity — tons. FPT — tons; APT — tons; MT — feet tons. } precisely as in Register Book & Supplements.

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. 7834 Port MIL

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. YES - NOT

Society's Freeboard (if assigned) as painted on Ship and now verified — ft. — ins.

DESIRED - INTERIM CERT. ISSUED - COPY HEREWITH.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE & DOCKING

DAMAGE - stated to have been sustained this morning during a gale in Milford Haven Harbour and this striking the concrete pier at Warb's Yard, Milford Haven also through striking the vessel "JENNY NESS" on the 30<sup>th</sup> November 1954. (PLEASE SEE MILFORD HAVEN REPORT NO 7834)

PERMANENT REPAIRS NOW DONE:-

All plates numbered from aft.

KEEL PLATE NO 1 & 3 heated and faired in place.

" " NO 2 removed faired and refitted.

PORT SIDE "A" STAKE NO 3 & 4 plates removed faired and refitted.

" " NO 5 " faired in place.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...	2 PART 2							Stimfams and Rudder faired.
Removed and Faired or Repaired	8	2			a number faired in place		1 PART	Superintendent's plates also
Faired or Repaired in place	10	2					4	part removed also a number of other items
	23	2						

## PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good in glass span</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>—</u>
Caulking of Decks <u>good</u>	Ceiling <u>—</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>	(State if on Felt.)
Coamings <u>good</u>	Cement or Asphalt <u>not span</u>	Oil Bunkers <u>good - 1st fl.</u>	When fitted, Month <u>—</u> Year <u>—</u>
Beams & Fastenings <u>good in glass span</u>	Rudder <u>good</u>	Scuppers <u>not span</u>	Boats <u>not span</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Garage Hatchways <u>good</u>	Masts, Wards, &c. <u>good</u>
" " in way of sidelights <u>—</u>	Windlass <u>good</u>	Hatches <u>good</u>	Condition, how ascertained <u>from deck</u>
Frames <u>good in glass span</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>—</u>	(State if wedges removed) <u>"m"</u>
Reverse Frames <u>" " "</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	Caulking <u>—</u>	Equipment letter <u>—</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	Treenails <u>—</u>	Anchors, No. of <u>38-15</u>
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>—</u>	Cables (State if new ranged) <u>Yes</u>
Floors <u>good in glass span</u>	Air and Sounding Pipes <u>good in glass span</u>	Transoms, Pointers & Crutches <u>—</u>	" length <u>STATED COMPLETE</u> mean diam. <u>—</u>
Keelsons <u>" " "</u>	Doubling Plates under Sounding Pipes <u>not span</u>	Timbers of Frame at openings <u>—</u>	" (on board) <u>210</u> size <u>17/16</u>
Stringers <u>" " "</u>		" " at other places <u>—</u>	Chain Locker <u>not span</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shelves <u>—</u>	Hawsers & Warps <u>not span</u>
Have the Tanks been examined internally <u>Yes</u>		Saltings <u>—</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been tested? <u>See Rpt</u>		State if examined <u>—</u>	

## General Observations, Opinion as to Class, Recommendation, &amp;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 No. 1-38."

This vessel so far as now run in is in an efficient condition and capable in my opinion to remain as at present classed in the Register Book with a fresh record of drydocking 1-55

RECORD FOR REGISTER BOOK - RADAR FITTED.

Survey Fee (per Section 23)	£	:	:	Fees applied for,
Damage & Repair Fee (if any) (per Section 23)	£ 42	:	0	11 <sup>th</sup> FEB 1955
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19
Committee's Minute	£ 4	:	4	0
Character Assigned	1.55			

Alfred F. Moore & William J. Feathers.  
 Surveyors to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008726 - 008727 - 0007 1/2

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.)  
 Transfer Ink.  
 (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



B. STRAKE No 3 & 5 plates joined in place  
 " " No 4 plate removed joined and refitted  
 "C" " No 4 " part released and joined in place  
 " " No 5, 6 & 7 plates removed joined and refitted  
 "D" " No 4 & 6 plates part released and joined in place  
 " " No 5 plate removed joined and refitted  
 "E" " No 5 & 6 plates joined in place  
 " " No 8 " removed and removed  
 "F" " No 5 & 6 " joined in place  
 " " No 7 & 8 " removed and removed  
 "G" " (Hollowstrake) No 10, 12 & 13 plates joined in place  
 " " " No 11 plate removed and removed  
 Upper and Lower steel bolting crossed and part removed and  
 joined in place as necessary.

STAR SIDE:-

"A" STRAKE NO 3 & 4 plate ~~to be~~ removed and removed.  
 "B" " NO 4 & 5 " " " "  
 Hopper door corner doublers removed and removed in way of NO 5 plate.  
 "C" STRAKE NO 5, 6, & 7 removed fairied and refilled.  
 " " NO 8 plate fairied in place.  
 "D" " NO 5 " part removed and fairied in place.  
 "E" " NO 9 " " " " " " " "

SOFT NOSE STEM, PLATINO ETC.

Soft non stem plate from 13'-0" NL to upper bedding crossed and

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

ANCHORS.

Number of Certificate.	Anchors, &	WEIGHT OF STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendant.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
.....	1st Bower													If possible, state name of Provisor		
.....	2nd "															
.....	3rd "															
.....	Collective Weight															
.....	Stream															
.....	Kedges															

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

## CHAIN CABLES.

[illegible]

Part removed. "H" STRIKE (P & S) NO 11 Plate cropped and part removed.  
 "G" STRIKE (P & S) NO 14 Plate removed and removed.  
 "F" " " NO 11 " Faded in place.  
 1 Breast Hook removed, 2 Frames faded in place, soft wire stiffen  
 and bolt to deck removed, upper deck stringer flat and bar part  
 removed, 2 Frame collars removed.

UPPER DECK (PORT SIDE) stringer plate from aft end of hoppers - total 66'-0"  
beveled and faired in floor and stringer bars in way  
required.

SEE PAGE NO 3.

INTERNAL STRUCTURE:-  
(PORT SIDE)

- Wing Plate of abd. No 39 Cropped and part removed  
also abd. shell bar part removed.

Wing plate of Mch. No 61 crossed and last rowed  
also Mch. shall be last rowed

2 frames in way of Ford bullet tank crossed  
found and refilled.

Now a number of other minor items dealt with.

BULKMARKS (P.S.) No 6, flats from aft removed, No 5, flats removed, Jailed and refitted and No 4, flats Jailed in place, 7 shells, flats stowage removed and bulwark rail removed, Jailed and refitted.

FORECASTLE OK Aft swimstroke, fluke and stinger angle (P.S.) fast released and fared in place.

BRIDGE SIDE PLATING, DECK PLATING ETC. PORT SIDE

Side plating of bridge, boat deck stringer and curtain plating  
stiffener, beams etc removed or part removed as necessary.  
Guard rails, bulkheads deck filletting and accommodation part  
removed or faired as necessary.

RUDDER:-

Rudder and stem removed to surface table, coaming faces machined, the locking pin and two coaming bolts fitted, checked for alignment and found satisfactory. Filler cut off for access to repair and rework.

STERNFRAME

(set over to Port <sup>1/2</sup> offset 2"), sternframe heated and jacked back to true alignment, alignment of gudgeons then checked from upper deck to bottom gudgeon and found satisfactory.

Rudder fitted, tried from hard over to hard over and found satisfactory.

In completion of repair all tanks on ship started under pressure and P & S spars flood tested - all found satisfactory. Steering gear & Aux gear also Pumps and Cables and Swellars tried and found satisfactory. Hopper door tested and found satisfactory.

Docking:-

Visual Head on, suffrag, bottom and middle examined and found satisfactory. Back, fold, Carinae Ventilation, sterni, arrangement, written and general appearance generally examined and found satisfactory. Foreward marks rough checked.

VESSEL UNDOCKED 21-1-55

REPAIRS NEAR & TEAR.

*Si Jussu minus repaer effectus.*

RECORD FOR REGISTER BOOK.

Radar has been fitted at this time

MAKER - "DECCA"

TYPE - 159 B. (UNIT NO P. 1800)

Alexander F. Mudge

Lloyd's Register  
Foundation