

Rpt. 8.

(Received at London Office)

13 FEB 1946

No. 222 No. 53321

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11.2.19.46 When handed in at Local Office 11.2.19.46 Port of HULL.  
 No. in Survey held at HULL. Date, First Survey 7.8.45. Last Survey 7.2.19.46  
 Reg. Book. on the ~~Wood, Iron or Steel~~ screw steamer "CORRIB"  
 22058 (No. of Visits 10)

TONNAGE: Built at Troon By whom Ailsa S.B.Co., Ltd. When 1902 9  
 GROSS 624 Owners Culliford Shipping Co., Ltd., Owners' Address -  
 UNDER DK 428 Managers Culliford & Clark, Ltd. Port belonging to London  
 NET 351

Surveyed Afloat or in Dry Dock? Both Name of Dock Alex. Dk & Dry Dock. Destined Voyage -  
 Cell D Bor DBa feet; uE & B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 112997 Port Lon.

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 100A1 11.43	+ LMC MS8.40 BS5.44
ssBel.3rd No.3- 8.40	TS(cl) 11.43

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 Docking & General Examination.

### NOW DONE:-

Vessel placed in dry dock on account of reported leakage into No. 1 double bottom tank and a small hole found in the garboard strake on the port side. This has now been dealt with by fitting an E.W. doubler in way.

The opportunity was taken of commencing the General Examination, due 8.45, and the shell plating was scaled and drilled at selected points, following extensive hammer testing.

It was observed that the shell plating was appreciably wasted, particularly above and below the rubbing belt of plating, port and starboard, in way of the shell seam and butt laps, and also in way of frame heels, the side plating being holed in a number of places.

To enable the vessel to be refloated (the dry dock being urgently required) all holes have been

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	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.) When fitted, Month Year
Caulking of Decks	Celling	Coal Bunkers, Openings, Covers, &c.	Boats
Coamings	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
Beams & Fastenings	Rudder	Scuppers	Condition, how ascertained (State if wedges removed.)
Outside Plating	Steering gear and its connections	Cargo Hatchways	Equipment letter
" " in way of sidelights	Windlass	Hatches	Anchors, No. of
Frames	Have pumps been examined and found efficient?	Planking	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	" length mean diam. (on board.)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Chain Locker
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Hawsers & Warps
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running Rigging
Stringers		" " at other places	Sails
Inner Bottom Plating		Stringers, Clamps & Shelves	
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

### 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."

For the information of the Committee.

Survey Fee (per Section 29) Gen. Ex.	£ 6 : - : -	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ : : :	Received by me,
Travelling Expenses (if chargeable)	£ : : :	19
Second Surveyor's Fee (if any)	£ : : :	

FRI. 15 FEB 1946

Committee's Minute

Character Assigned

Expunge class with Black Line

Surveyor to Lloyd's Register of Shipping

Special General Committee Thursday, 14th March 1946

20m. II/41.—Transfer I (The Surveyors are requested to return this form to the Registrar.)

Is Certificate required? If so, to be sent to

8000-881010-471010

closed as a temporary measure by means of small E.W. patch plates. It was not found possible to carry out more than a superficial examination of the internal structure of the vessel owing to the unprepared condition and the presence of close and tank top ceiling in the holds, but it was observed, where a section of the lining was removed, that the shell plating was wasted in way of heel and toe of frames. Whilst the general condition of the straight section of the side framing was reasonable it was observed that the lower ends of the frames at the turn of bilge, were wasted, the lower side stringer similarly being found wasted.

The diaphragm structure at the break of deck amidships was found in generally poor condition and the forward bulkhead of the cross bunker (after end of No. 2 hold) thin and holed in two places. Owing to the presence of coal the bunker could not be examined and the fore and after peaks were not prepared for survey.

The general condition of steel decks and bulwarks was seen to be poor, an appreciable proportion of the deck plates requiring renewal (approx. 20).

In view of the generally poor condition of the vessel it is recommended that all requirements for the S.S. No.3 be complied with.

The following is a list of the drillings made at the time of the examination of the shell plating in dry dock, but is not to be regarded as exhaustive in view of observed wastage at shell seam and butt laps and at heel and toe of frames.

Port Side:-		
E.4		7/20"
E.5		10/20"
E.6		8/20"
E.7		7/20"
E.8		7/20"

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

**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.			
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain } or Steel Wire }											

Starboard Side:-			
E.4		7/20"	F.4 3/20"
E.5		8/20"	F.5 5/20"
E.6		9/20"	F.6 2/20"
E.7		8/20"	D.4 5/20"
E.8		3/20"	D.5 holed
E.9		8/20"	F.3 6/20"

Note:- We are informed that the vessel has now proceeded to Ghent in tow.

A request by the Owners Representative for an Interim Certificate for the voyage has been refused owing to the generally poor condition of the vessel, no repairs having been carried out. It is understood that the vessel is used as a hulk.

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

