

Rpt. 8.

B. C. SHIP

(Received at London Office)

No. 82291

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd Aug. 54. When handed in at Local Office 2nd Aug. 54. Port of GLASGOW.
No. in Reg. Book 60857. Survey held at BOWLING. Date, First Survey 21st May 1954. Last Survey 12th July 1954.
(No. of Visits 15)

on the W. 1, 1 = Steel SS. 'FLYING SPITFIRE'
TONNAGE: Built at GOOLE By whom GOOLE S.B. & REPS. CO. LTD. When 1942 MONTH 4.
GROSS 263. Owners CLYDE SHIPPING CO., LTD. Owners' Address GLASGOW.
UNDER DK 231. Managers GLASGOW.
NET -. Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock BOWLING SLIP. Destined Voyage GLASGOW.
Cell D Bor DBa u&B feet; u&B feet; u&B feet }
total capacity FPT tons; APT tons; MT feet 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. 80542 Port GLS

CHARACTER.	Machinery and Boiler Surveys	(Including date of N.B., if any).
85 *	MBS*	8.50.
TOWING PURPOSES	653. BLS.	6.53.
SS PGL.	7.50. sps.	7.48.
	TS (O.G.)	7.52.

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
Society's Freeboard (if assigned) as 1 ft. 3 1/2 ins. painted on Ship and now verified Yes

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

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY.
NOW DONE :— Vessel placed on slip, bottom sides and rudder (lifted) cleaned, examined and recoated.
Store space ford, under chain lock, accom. spaces ford, and aft, fore and aft peak, boiler feed tank P.E.S., engine and boiler spaces, and under engines & boilers cleaned and examined.
Ceiling in store space ford, and pipe casings removed.
Shell plating examined.
Fore and aft peak tanks and Boiler feed tank P.E.S. tested as required by the Rules and found satisfactory. Chain cables ranged and examined. Chain locker & fastenings examined and cables replaced. P.T.O.

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	GOOD	
Decks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	GOOD	When fitted, Month	Year
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	"		
Coamings	"	Cement	"	Oil Bunkers	GOOD	Boats	GOOD		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	GOOD		
Outside Plating	"	Steering gear and its connections	GOOD	Gauge Hatchways	GOOD	Condition, how ascertained	BY EXAMIN.		
" " in way of sidelights	"	Windlass	"	Hatches	GOOD	(State if wedges removed.)	"		
Frames	GOOD	Have pumps been examined and found efficient?	YES	Planking	"	Equipment letter	C 16/16		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Anchors, No. of	2B		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Cables (State if now ranged)	YES		
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	"	" length	90 fms. mean diam. 3 1/2"		
Floors	GOOD	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches	"	" Rule length	90 fms. size 1"		
Keelsons	"	Doubling Plates under Sounding Pipes	GOOD	Timbers of Frame at openings	"	Chain Locker	GOOD		
Stringers	"			" " at other places	"	Hawsers & Warps	"		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Standing and Running Rigging	GOOD		
Have the Tanks been examined internally?	YES			Spading	"	Sails	"		
Have the Tanks been tested?	YES			State if examined	"				

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 now in an efficient condition and eligible in our opinion to remain as at present classed with fresh record of docking 7.54, and the notation of SS.B.Ws. 7.54 with the endorsement "Shell plates F.3 and F.4 (SS) indented". The vessel also has endorsement "Shell plates D.5. and E.3. (SS) indented".

Survey Fee (per Section 23) £ 17 : - : - Fees applied for, 3 AUG 1954
Special Damage or Repair Fee (if any) £ 15 : - : -
Travelling Expenses (if chargeable) £ 3 : - : - Received by me, 19
Second Surveyor's Fee (if any) £ : : :
Committee's Minute GLASGOW 3 AUG 1954

Character Assigned 7.54. Bug (with endorsement)
SS. Bug - 7.54
Surveyor to Lloyd's Register of Shipping J.R. Wilson & Malcolm
Lloyd's Register of Shipping
Certificate Written
MB.5* 7.54
BLS. 7.54
Fitted for oil fuel
S.P.S. 7.54

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. (When the Surveyor's name is not to be printed on the Report, the space for the Committee's Minutes.)

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Is Certificate required? If so, to be sent to

011032-011036-0237

FLYING SPITFIRE

NOW DONE (CONT'D)

Decks beams, casing, casing top, bulkheads, fiddley openings, masts & rigging (report attached), anchors and general equipment examined. Ventilator coverings & covers examined. The steering gear & its connections, steering chains, blocks, rudder quadrant, spars, auxiliary steering gear windlass, air sounding, scupper and soil pipes & valves examined. Hatches to oil fuel bunkers examined. Doubling plates found (not fitted) under sounding pipes. Bilge sections examined and tested. Freeboard marks verified. New freeboard certificate issued at this time. All parts found or placed in good condition.

REPAIRS (WEAR & TEAR)

NOW DONE :-

Keel shoe plate fitted aft.
 Shell plate No. A.2. (from ford.) ^{set in} fitted in place.
 1 frame (no) in fore peak tank. Cropped & part renewed.
 1 beam knee Removed, fitted & replaced.
 1 beam knee in Boiler Room (SS) Re-riveted to main frame.
 4 pintles built up by welding and machined.
 Steering gear chains annealed and examined.
 2 lengths of chain repaired (chains re-tested)
 Main steering gear tried out & found satisfactory.

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.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collectors 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.	Where and when tested and Superintendent.
	Length.	Diam.	Stain-ley.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					

Stand. bower anchor - Crown pin renewed.
 Cable end shackle (P.S) in chain locker - Renewed.
 1 ventilator wood plug & canvas cover renewed.
 Deadlight to escape scuttle in ford. skylight - renewed.
 all sidelights on casing top & ford. skylight - re-subbed.

Found main sheerstrake plates No's F.3 & F.4. from ford. (S.S) indented. Examined and found efficient. It is recommended that these items be dealt with at Owners convenience.

'FLYING SPITFIRE'

NOTE :-

It was found at this time that the port hawse pipe had been previously removed, shell plate in way of opening renewed, and blank flange fitted over deck plate. The chain cable from the windlass is led through a mooring pipe in the ford bulwark and connected to the port anchor which is stowed on deck. A davit is supplied for lifting & lowering anchor overboard as reqd.

N.B.

Vessel fitted for Oil Fuel at this time. F.P. above 150° F. Oil fuel bunkers constructed in accordance with approved plan attached. (As built plan also attached). On completion, oil fuel bunkers tested as required by the Rules & found satisfactory. Length of Bunkers - 17.50'.

S.R. LIST :- Nil.

LIST OF ENDORSEMENTS :- Shell plates D.5. and E.3 (SS) indented. Examined and remain efficient.

Vessel unslipped 5.7.54.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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