

Rpt. 8.

B. C. SHIP

(Received at London Office)

No. 82291

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

Date of writing Report 2<sup>nd</sup> Aug. 54 When handed in at Local Office 2<sup>nd</sup> Aug. 54 Port of GLASGOW  
No. in Reg. Book 60457 Survey held at BOWLING Date, First Survey 21<sup>st</sup> May 1954 Last Survey 12<sup>th</sup> 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 ✓  
UNDER DK 231 Managers ✓ (If not already recorded in Appendix to Register Book)  
NET - Port belonging to GLASGOW

Surveyed Afloat or in Dry Dock? BOTH Name of Dock BOWLING SLIP Destined Voyage ✓  
Cell D Bor DBa feet: u&B feet: f feet: f  
total capacity tons. 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

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 1 ft. 3 1/2 ins.  
painted on Ship and now verified ✓Was a damage report made by anyone else? if so, by whom? ✓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 fwd, under chain lock, accom. spaces fwd, 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 fwd, 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 Fair'd or Repaired								
Fair'd 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.	GOOD.
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	GOOD.	GOOD.
Coamings	"	Cement	"	Oil Bunkers	GOOD.	When fitted, Month	GOOD.	GOOD.
Beams & Fastenings	"	Rudder	"	Scuppers	"	Year	GOOD.	GOOD.
Outside Plating	"	Steering gear and its connections	GOOD.	Gauge Hatchways	GOOD.	Boats	GOOD.	GOOD.
" " in way of sidelights	"	Windlass	"	Hatches	GOOD.	Masts, Yards, &c.	GOOD.	GOOD.
Frames	GOOD.	Have pumps been examined and found efficient?	YES.	Planking	"	Condition, how ascertained	BY EXAMIN.	GOOD.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	(State if wedges removed.)	GOOD.	GOOD.
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Equipment letter	C 16/16.	GOOD.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	YES.	Breasthooks & Stemson	"	Anchors, No. of	28.	GOOD.
Floors	GOOD.	Have Watertight Doors been examined and found efficient?	"	Transoms, Pointers & Crutches	"	Cables (State if now ranged)	YES.	GOOD.
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	YES.	Timbers of Frame at openings	"	" length 90 fms. mean diam. 3 1/2"	GOOD.	GOOD.
Stringers	"	Air and Sounding Pipes	GOOD.	" " at other places	"	" Rule length 90 fms. size 1"	GOOD.	GOOD.
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	GOOD.	Stringers, Clamps & Shelves	"	Chain Locker	GOOD.	GOOD.
Have the Tanks been examined internally?	YES.			Spanding	"	Hawseers & Warps	"	GOOD.
Have the Tanks been tested?	YES.			State if examined	"	Standing and Running Rigging	GOOD.	GOOD.
						Sails	"	GOOD.

## 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 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
OF CONVERSION.			
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 15 : - : -	Received by me,	19
Travelling Expenses (if chargeable)	£ 3 : - : -		
Second Surveyor's Fee (if any)	£ : : :		

Committee's Minute GLASGOW 3 AUG 1954  
Character Assigned 7.54. Bwg. (with endorsement)  
SS. Bwg. - 7.54

J.R. Wilson & W. Malcolm  
Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN.

MB.5\* 7.54  
B.W. 5. 7.54  
Fitted for oil fuel  
S.P.S. 7.54

Lloyd's Register  
Foundation

Is Certificate required? If so, to be sent to

011032-041036-02372



NOW DONE (CONT'D)

Decks, beams, casings, casing top, bulkheads, fiddley  
openings, masts & rigging (report attached), anchors and  
general equipment examined. Ventilator coamings & covers  
examined. The steering gear & its connections, steering  
chains, blocks, rudder quadrant, spars auxiliary steering  
gear windlass, air sounding, scrupper and soil pipes &  
valves examined. Hatches to oil fuel bunkers examined.  
Doubling plates found (not fitted) under sounding pipes.  
Bilge suction's 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.
- Hull plate W<sup>c</sup> A.Z. (from Ford.) <sup>set in</sup> 55 ft faired in place.
- 1 frame (t.s) in Fore Peak tank. Cropped & part renewed.
- 1 beam knee " " " " Removed, faired & replaced.
- 1 beam knee in Boiler Room (ss). Re-sited to main frame.
- 4 pintles built up by welding and machined.
- Steering gear chains annealed and examined.
- 2 angles 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.			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															

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

[illegible]

Stand. lower anchor - Crown pin renewed.  
Cable end shackle (PDS) in chain locker - Renewed.  
1 ventilator wood plug & canvas cover renewed.  
Deadlight to escape scuttle in fwd. skylight - renewed.  
all sidelights on casing top & fwd. skylight - re-rubbed.

Found main shearstroke plates Nos F3 & F4. from Ford. (T.S.)  
indented. Examined and found efficient. It is  
recommended that these items be dealt with at Owner's 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 fore-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.