

Rpt. &

(Received at London Office 30 MAY 1947)

No. 19058

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23/5/47 19... When handed in at Local Office 23/5/47 1947. Port of Southampton  
No. in Survey held at Southampton Date, First Survey 8<sup>th</sup> Nov 1947 Last Survey 21<sup>st</sup> May 1947  
Reg. Book. 54207 on the Wood, Iron or Steel Barge for Loring "HAULER" (No. of Visits 9)

08285  
22 JUN 1947

TONNAGE :- Built at Falk Bommel By whom J. Meyer's S.B. Co When 1926. MONTH 8  
GROSS 140. Owners James Contracting & Shipping Co Ltd. Owners' Address as recorded  
UNDER DK 135 Managers - Port belonging to London  
NET 51.

Surveyed Afloat or in Dry Dock? Slip Name of Dock White Ditch Destined Voyage -  
Cell DBor DBa feet; uE & B... feet; f... feet }  
total capacity... tons. FPT... tons; APT... tons; MT... feet tons. }  
Particulars of Classification (which must be inserted 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. 186-39 Port Sou-

CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 100 A1	+ L.M.C. 1-39
Barge for Loring Services	B.S. 1-46
Sou 1-46	O.S. N. 1-46
Exd 146	
S.S. Sou No 3-1-39	

(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 painted on Ship and now verified } - ft. 11 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey. Alterations & repairs as per S.R.L.  
How done: The vessel placed on Slip, the bottom and rudder cleaned, examined, placed in good condition and recoated. All holds, peak spaces, tween decks, bunkers, machinery spaces cleaned and examined. Fore and after Peaks and deck tank examined and tested as per rule. Ceiling in holds and bunkers lifted. Air & sounding pipes & doublings in way, Decks, casings hatchways, coamings & wood hatches, Ventilators, coamings & covers, windlass, steering gear, its engine & connections, masts and rigging, anchors & general equipment examined and found or placed in good condition. Pumps tried, cables ranged and chain lockers examined. Freeboard verified, Renewal Survey carried out & new certificates issued.

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 ...	8	2					1	
Removed and Fair'd or Repaired	1	-						
Fair'd or Repaired in place ...	-	4					1	

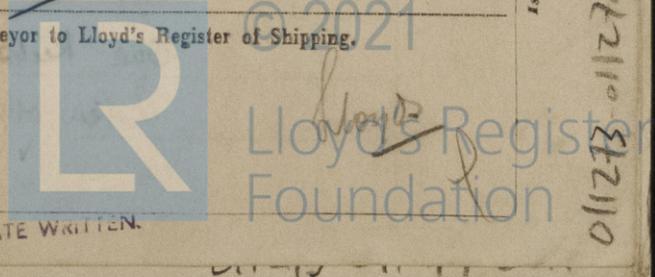
PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Good	Good	Good	(State if on Felt.)
Caulking of Decks	Good	Good	Good	When fitted, Month Year
Coamings	Good	Good (Cement)	Good	Boats Good
Beams & Fastenings	Good	Good	Good	Masts, Yards, &c. Good
Outside Plating	Good	Good	Good	Condition, how ascertained (State if wedges removed.)
" " In way of sidelights	-	Good	Good	Equipment letter b.
Frames	Good	Have pumps been examined and found efficient? Yes.	Good	Anchors, No. of 26 + 15.
Reverse Frames	Good	Have Sluice Valves been examined and found efficient? -	Good	Cables (State if now ranged) Yes.
Longitudinals	-	Have Watertight Doors been examined and found efficient? -	Good	" length 120 mean diam. 23 3/32 (on board.)
Transverses	-	Have Ventilators and their Coamings been examined and found efficient? Yes.	Good	" Rule length 120 size 12 1/16
Floors	Good	Air and Sounding Pipes Good	Good	Chain Locker Good
Keelsons	Good	Doubling Plates under Sounding Pipes Yes	Good	Hawsers & Warps Good
Stringers	Good		Good	Standing and Running Rigging Good
Inner Bottom Plating	-		Good	Sails -
Have the Tanks been examined internally? Yes			Good	
Have the Tanks been tested? Yes			Good	

### 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."  
The vessel is eligible in my opinion to remain as classed and have fresh record of Survey 5-47 and the notation of S.S. Sou 5-47.

Survey Fee (per Section 29)	£ 13 : 0 : 0	Fees applied for, 29/5/1947
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 10 : 10 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ 5 : 5 : 0	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute... WED. 6<sup>th</sup> AUG 1947  
Character Assigned 547 Sou without spl. Cond. S.S. Sou - 547 + Amcl. 547 Fitted for Oil fuel 547 F.P. above 150°F  
ACK. NOT DON S. 2. 47



Is Certificate required? If so, to be sent to

011273-01274-0017 1/2

"HAULER"

Now done. Continued

Repairs to damage as per S.R.L.

Shell - Starboard Side - plates numbered from forward.

Bulwark No 3 plate off fair and refitted and rail angle cropped + part renewed

Sheerstrake No 3 plate off fair and refitted.

1<sup>st</sup> Strake below Sheer - No 3 renewed in extended length + No 2 plate cropped to suit

Stringer Angle cropped and part renewed

Two frames in way cropped and part renewed 4 frames fared in place

One Deck stringer plate renewed in extended length + one plate cropped to suit

one Deck plate fared in place

It is submitted that the above be deleted from the S.R.L.

Repairs to damage - cause not stated

Shell Keel - No 1 plate from aft cropped and part renewed

Port Side "A" Strake No 2 plate from aft renewed

" " No 3 plate " " cropped and part renewed

" " No 3 plate from forward cropped + part renewed

Starboard Side "A" Strake No 2 plate from aft renewed

" " No 3 plate " " cropped and part renewed

" " No 3 plate from forward cropped and part renewed

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 "												
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Repairs wear + tear

Wood belting + retaining angles renewed as necessary.

One rudder bush renewed

5 reverse angles on forward floor renewed + 4 stiffeners fitted

Two main frames repaired by electric welding.

One Keelson bracket renewed in engine room

A few other minor repairs also effected.

Continued

Elms

"HAULER"

Now Done - Continued

Alterations

The hatch coaming over deep tank and pump room removed and deck in way made good by renewing two beams, plating over the opening and fitting two doublers in way of water plate

The existing Coal Bunker screen bulkheads were removed and five pillars fitted in lieu.

The vessel was fitted for Oil burning 5.47 F.P. above 150°F and an oil fuel tank was made in accordance with the plan approved by letter from the Secretary dated 29.8.46 and the instructions contained therein, tested and placed in Hold, secured to structure, and the hold in way fitted in with steel plating, electric welded to hatch coaming + tank

The after Bulkhead of Hold - The two upper strakes of the bulkhead were renewed and the original Bunker hatch was plated in at the top of the coaming and a 3'6" x 15" steel skylight with hanger flats, and soundly construction was fitted on top

2-6" mushroom ventilators were fitted on steel hatch cover to space around oil fuel tank.

C 11 Continuation placed on board

Elms

Approved plan of tanks returned beneath.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.