

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

Date of writing Report 12<sup>th</sup> Dec 1950 When handed in at Local Office 14<sup>th</sup> Dec 1950 Port of Greenock  
No. in Survey held at Port Glasgow Date, First Survey 5<sup>th</sup> Sept. 1950 Last Survey 28<sup>th</sup> November 1950  
Reg. Book. 91092 on the Wood, Iron or Steel S.S. "CHARLES M" (ex "FREEMAN HATCH")  
TONNAGE: Built at Glasgow May W. U.S.A By whom Leatham Smith S. B. Co. When 1943  
GROSS 1793 Owners Melcalp Norton Barkin & Co. Owners' Address  
UNDER DK. 1486 Managers T. J. Melcalp Port belonging to London  
NET 995

Surveyed Afloat or in Dry Dock? Both Name of Dock Port Glasgow Drydock 2 Basin Destined Voyage  
Cell DBor DBa feet: uE & B feet: f feet  
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. 584 Port D.V.R.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Work done for Working Survey

Vessel placed in drydock. Shell & bottom cleaned, examined & re-coated. Decks, carings, hatch covers, coaming, tarpaulins & ventilators & coaming machinery & crew space, windlass, steering gear & general equipment examined & in good condition. After Peak & Engine Room Fuel Tanks (No. 3 & 4) opened, cleaned, examined internally & re-coated with cement wash. All holds sealed & painted. Decks sealed. A few minor repairs carried out at this time. Watertight door opened from position above threshold (Vessel undocked 10-11-50) deck now fitted to permit access to Tunnel, satisfactorily installed & tested. Work done for Oil Fuel Conversion.

The vessel has now been converted to burn oil fuel &amp;

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	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	
Caulking of Decks	GOOD (WELDED)	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	
Coamings	GOOD	Cement or Asphalt	✓	Oil Bunkers	GOOD	When fitted, Month	Year
Beams & Fastenings	GOOD	Rudder	GOOD	Scuppers	PARTS EXAMIN <sup>d</sup> GOOD	Boats	GOOD
Outside Plating	GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Masts, Yards, &c.	GOOD
" " in way of sidelights	NOT EXAMIN <sup>d</sup>	Windlass	GOOD	Hatches	GOOD	Condition, how ascertained	FROM DECK
Frames	PARTS EXAMIN <sup>d</sup> GOOD	Have pumps been examined and found efficient?	YES	Planking		(State if wedges removed.)	
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	2
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	YES	Treenails		Anchors, No. of	313 15
Transverses	PARTS EXAMIN <sup>d</sup> GOOD	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		Cables (State if now ranged)	No
Floors	PARTS EXAMIN <sup>d</sup> GOOD	Alr and Sounding Pipes	PARTS EXAMIN <sup>d</sup> GOOD	Transoms, Pointers & Crutches		" length	(to be changed) can diamr.
Keelsons	✓	Doubling Plates under Sounding Pipes	PARTS EXAMIN <sup>d</sup> GOOD	Timbers of Frame at openings		" Run	size
Stringers	PARTS EXAMIN <sup>d</sup> GOOD			" " at other places		Chain Locker	GOOD
Inner Bottom Plating	PARTS EXAMIN <sup>d</sup> GOOD			Stringers, Clamps & Shelves		Hawsers & Warps	GOOD
Have the Tanks been examined internally?	YES			Salting		Standing and Running Rigging	GOOD
Have the Tanks been tested?	No			State if examined.		Sails	✓
(D.F. BUNKERS YES)							

## 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."

The vessel so far as now seen is in good condition & eligible in my opinion to remain as classed with fresh record of Working Survey P. R. 11-50 & with added notation in the Register Book "Fitted for Oil Fuel 11-50. F.P. ABOVE 150°F. Without subject regarding Pumping Arrangements (see Engineer Report).

Survey Fee (per Section 29)	£	:	:	Fee applied for,
A.F. Conversion & Alteration	30	0	0	15 <sup>th</sup> Dec. 1950.
Special Damage or Repair Fee (if any) (per Sec. 29)	5	5	0	Received by me,
Travelling Expenses (if chargeable)	£	:	:	19
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

S. 11-50

Fitted for oil fuel 11-50. F.P. above 150°F.

Surveyor to Lloyd's Register of Shipping

012003-012010-0155



