

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

Date of writing Report 23rd August 1948. When handed in at Local Office 25-8-1948

No. in Reg. Book. Survey held at GLASGOW

Port of GLASGOW

Date, First Survey 12/5/48.

Last Survey 14th August 1948.

57345. on the ~~Wood, Iron or Steel~~ S.S. "EASTBURY"

(No. of Visits 27.)

TONNAGE :-  
GROSS 7045.  
UNDER DK 6572.  
NET 4845.

Built at W. HARTLEPOOL

By whom W. GRAY &amp; CO LD.

When 1943 5.

Owners ALEXANDER SHIPPING CO. LD.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers HOULDER BROS. &amp; CO. LD.

Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? BOTH.

Name of Dock GYAN DRYDOCK.

Ceil DBor DBa feet; uE &amp; B.

feet; f.

total capacity tons. FPT tons; APT tons; MT tons.

All alterations in the existing records of tanks should be inserted.

All alterations in the existing records should be underlined.

Report, No. 126130 Port LIV

Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete 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 cause of Damage is reported the particulars should be clearly stated in the space provided on the back of this form. The dates and initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose and to whom and why they were declined. Yes - To Owners' Representative - Not required.

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

S, OR EXAMINATION AS PER RULE, FOR DOCKING, COMPLETION OF SPECIAL SURVEY (A), CONVERSION TO OIL FUEL &amp; DAMAGE :-

## DAMAGE

a). Stated due to collision in 1944 during vessel's War Service - No further information available.

b). Stated due to collision with the S.S. "ARGOVIC" at Montevideo on the 19th March 1948.

c). Stated due to contact with quay at Prince's Dock, Glasgow on 25th June 1948 while shifting from Shieldhall Quay to Prince's Dock.

ARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1	-	✓	✓	✓	✓	✓	
Removed and Faird or Repaired	3	10	✓	✓	✓	✓	✓	
Faird or Repaired in place	3	1	✓	✓	7	✓	✓	1 beam knees. Removed, faird & refitted.

## PRESENT CONDITION OF THE

Condition of Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	
Platings	Good.	Ceiling	Good.	Coal Bunkers, Openings, Covers, &c.	Good.	(State if on Fair)	
Stanchions & Fastenings	Good.	Cement or Asphalt	Good.	Oil Bunkers	Good.	When fitted, Month	Year
Side Plating	Good.	Rudder	Good.	Scuppers	Good.	Boats	not examined
" in way of sidelights	not exam.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	Masts, Yards, &c.	Good
Frames	Good.	Windlass	Good.	Hatches	Good.	Condition, how ascertained	By examination
Reverse Frames	Good.	Have pumps been examined and found efficient?	Yes.	Planking		(State if wedges removed)	at
Longitudinals	✓	Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter	
Transverses	✓	Have Watertight Doors been examined and found efficient?	Yes.	Treenails		Anchors, No. of	3B + 1S.
Doors	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks, & Stemson		Cables (State if now ranged)	Yes.
Belsons	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches		" length 270ft mean diamr. 2 9/32"	
Riggers	Good.	Doubling Plates under Sounding Pipes	Good.	Timbers of Frame at openings		" Rule length 270ft size 2 5/16"	
Inner Bottom Plating	Good.			" at other places		Chain Locker	Good.
Have the Tanks been examined internally?	Yes.			Stringers, Clamps & Shelves		Hawsers & Warps	Good.
Have the Tanks been tested?	Yes.			Salting	(State if examined.)	Standing and Running Rigging	Good.
						Sails	✓

## 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."

All the requirements of the Rules for Special Survey (A) having been complied with, this vessel is now in a good and efficient condition and is eligible in our opinion to remain as classed with record of Docking 8.48. and to have the notation of S.S. Gls. - 8.48. without special condition.

Survey Fee (per Section 29)	£ 49 : 0 : 0	Fees applied for, 1 AUG 1948
Special Damage or Repair Fee (if any)	£ 31 : 10 : 0	Received by me, 19
Conversion to Oil Fuel	26 : 5 : 0	
Travelling Expenses (if chargeable)		
Second Surveyor's Fee (if any)		

Committee's Minute.

Character Assigned

S. 48 Gls.

Lmc MS 8.48

S.S. Gls. 8.48 without opl. cond.

Fitted for oil fuel 8.48 F.P. above

Lloyd's Register

012121-012210-0054 1/2



# Now Done For Damage

## a). FOUND

## PERMANENT REPAIRS EFFECTED.

Sheerstrake plate No 4 from forward (S.S.) - Indented - Removed, faired & refitted.  
1st Strake below sheer No 4+5 (S.S.) - Indented at upper landing. Released & faired in place.  
7 frames in way - Set in - Cropped & part removed, faired & refitted.  
7 beam knees in way. - Buckled - Removed, faired & refitted.  
7 beams in way - Buckled at sub board ends. Faired in place.

b) Sheerstrake plate No 3 from aft (P.S.) - Indented - Removed, faired & refitted.  
Sheerstrake at Starboard Quarter. - Set in at upper edge. Faired in place.  
Rails and Stanchions in way (P.S.) - Buckled. - Removed & repaired with part new material.

c) No 3 plate in 3rd Strake below Sheerstrake (S.S. aft). Indented - Renewed.  
Plate in 4th Strake below " in way (S.S.) - D - Cropped & part removed, faired & refitted.  
3 frames in way of above (S.S.) - Set in - Cropped & part removed, faired & buckled. refitted.  
1 frame in way of above (S.S.) - Set in - Released & faired in place.

## Now Done For Docking :-

Vessel placed in drydock, bottom and rudder cleaned, examined, found or placed in good condition and recoated. Cables ranged and examined.

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.	lbs.		
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
23974.	15 3/8	2 5/16	96-25/34-75	41-3-23					Sting Link		Sunderland 27/2/45
24029.	15 3/8	2 5/16	96-25/34-75	42-0-8					D D		L.W. Dovey
24045.	15 3/8	2 5/16	96-25/34-75	42-1-25					D D		D D

Iron Stream Chain or Steel Wire

(Vessel undocked 8th August 1948.)

EXAMINED :- Decks, Casings, hatchways, ventilators, ash shoot, general equipment, steering gear and windlass. Chain locker cleaned and examined.

## Now Done For Completion of Special Survey :- (See Liverpool Rpt. No 126130 dated 20/10/47.)

Holds, Fore and Aft Peaks, Tween Decks, Coal Bunkers and machinery spaces cleared and examined. Limber boards removed. (Note! Reiling fitted at this time in Nos 1, 2, 3 & 4 Holds in view of Conversion to Oil Fuel).

(P.T.O.)

Rpt. 9a.

Port of GLASGOW.

Continuation of Report No.

dated

on the

## S.S. "EASTBURY"

## COMPLETION OF SPECIAL SURVEY (Contd.)

Steel work (including ash shoot and shell plating in way of opening) examined, scaled and recoated where necessary. All double bottom tanks, fore and aft peak tanks, side water ballast tanks (P+S) in engine room and forward holds, and tunnel side tanks (P+S) tested by water pressure to Rule requirements. All double bottom tanks, fore peak, side water ballast tanks and tunnel side tanks examined internally.

Decks, masts and rigging (Rpt. 14. herewith) anchors & cables and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways. Ventilators coamings and covers examined. The steering engine and its connections, rudder quadrant tillers, emergency steering gear, windlass, hand pumps, sluice valves, watertight door to shaft tunnel (fitted at this time), air and sounding pipes examined and found or placed in good condition. Doubling plates found or fitted under all sounding pipes.

Bilge pumping arrangements tried under working conditions & found satisfactory. Freeboard marks verified.

## Repairs (Wear and Tear) :-

8 leaking rivets in bottom shell plating - Elec. welded  
Minor caulking repairs effected to shell plating (P.S.) in way of aft peak tank.  
Tank margin angle (S.S.) No 6 D.B. tank - Leaking - Elec. welded.  
Leakage from aft peak into Stem compartment - Bulkhead boundary angle caulked.

98 wood hatch covers renewed.

Several ventilator plugs and canvas covers renewed.

1 Stem valve pin renewed.

## CONVERSION TO OIL FUEL - See clip M Corros filed under "CHARLBURY" in H Dept.

Double Bottom Tanks. Oil Fuel will now be carried in Nos 1, 2, 3, 4, 7 & 8 D.B. Tanks. Cofferdams are formed between Nos 4 & 5 D.B's (Fr. 75-76) and between Nos 7 & 8 D.B's (Fr. 57-58) by plating over openings in floors 57 & 75 and elec. welding frame & rev. frame. Air and sounding pipes fitted to cofferdams. Reiling is now fitted on 1/2" thick grounds over complete tank top area in Nos 1, 2, 3 & 4 Holds. Reiling is omitted in Nos 5 & 6 Holds. Single riveted seams of tank top plating in these holds have been reinforced by elec. welding and boundary angles of tunnel side tanks have been elec. welded.  
2 Oil Fuel Settling Tanks have been fitted in Tween Deck (S.S.) abreast Engine Casing. Satisfactory access from Engine Room to these tanks is provided by a doorway cut in E.R. Casing & the space is ventilated by 2-8" diam. ventilators. Bulkhead (Fr. 34) of Tunnel side tanks in No 5 Hold is sheathed with close ceiling and a gutterway is formed giving drainage to bilge (P+S). All d.b. tanks, tunnel side tanks & O.F. Settling Tanks were tested to Rule requirements for Oil Fuel and found satisfactory. A valve was fitted on Fore Peak suction line, in the tank, forward of the collision bulkhead controlled from above the load water line. Removable wire gauze diaphragms fitted to all air pipes to O.F. Tanks. (Contd.)



S.S. "EASTBURY"CONVERSION TO OIL FUEL (Contd.).

The remaining requirements of Sect. 20 of the Rules, in so far as they apply, have been complied with.

Items affecting Freeboard are reported on Rpt. C.11, (Contd.) herewith.

NOTATION IN THE REGISTER BOOK.

" Fitted for Oil Fuel 8,48 F.P. above 150° F. "

(Copy of Plan approved at Glasgow is returned herewith).

ALTERATIONS:-

Crew's Accommodation, aft, was extensively altered at this time. Spaces built for Defence Personnel in aft Tween Deck are now embodied in Crew's Accommodation. Deckhouse abreast engine & boiler casing (P+S) has been extended 15'-6" forward. Side hatches to Tween Deck Bunkers in way have been reduced in length to 4'-6"

Items affecting Freeboard are reported on Rpt. C.11. (Contd.) herewith.

Cargo battens have now been fitted in all holds and Tween decks.

NOTATION of "Cargo battens not fitted" should now be deleted.

FREEBOARD RENEWAL SURVEY was carried out at this time. Rpts C.11(C.) and C.12(b) forwarded. Load Line Certificate and Certified Copy issued.

S.R. LIST :- (DELETION).

EQUIPMENT. 45 fms. cable supplied. Marks verified with Certificates (Particulars herewith) Certificates endorsed.

It is submitted that this item may be deleted from S.R. LIST.

WATERTIGHT DOOR TO SHAFT TUNNEL

A Watertight Sliding door of approved type was fitted in the Engine Room to the Shaft Tunnel at this time. The door is operable from the Upper deck, and the requirements of the Rules (Sect. 14 clause 12). have been complied with in all respects.

JCBrown.



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Foundation