

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26-10-48 When handed in at Local Office 27-10-48 Port of SWANSEA.
 No. in Reg. Book 80049. Survey held at Swansea. Date, First Survey 7-10-48. Last Survey 15-10-1948.
 on the Wood, Iron or Steel "WILLOWBANK". (No. of Visits 6.)

TONNAGE:— Built at Portland, Me. By whom New England S.B. Corp. When 1944.
 GROSS 7288. Owners Bank Line, Ltd. Owners' Address _____
 UNDER DECK 6729. Managers Andrew Weir Shipping & Trading Co. Port belonging to Glasgow.
 NET 4458. Ltd.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Prince of Wales Dry Dock. Destined Voyage _____
 Cell Bor DBa feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 100A1. BS. 6,48.
 Classification contemplated. CL. 6,47.
 4,48.
 Examined 6,47.48
 Electric welded. WTS.
 Fitted for oil fuel.
 Society's Freeboard (if assigned) as _____ ft. _____ ins.
 painted on Ship and now verified _____

Last Report, No. _____ Port _____

(Periodical Surveys, when held, must be reported in detail and seriatim 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.
 Not required. Was a damage report made by anyone else? if so, by whom? _____

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION with DAMAGE stated to have been sustained through coming into contact with Dock Wall whilst entering Alexander Dock, Bombay on the 4th November, 1947. Completion of Classification survey commenced 12,47, also Load Line Renewal Survey held.

Now Done:- Vessel placed in dry dock, bottom and rudder cleaned, examined and coated. Examined Nos. 2, 3 and 5 holds, decks, casings, vents, hatchways and closing appliances. Anchors and cables (ranged) examined. A bower anchor and 45 fathoms of cable now placed on board verified with certificates (particulars overleaf).

Repairs Damage. (Contact):- Stem contour plating in way of upper peak space cropped and part renewed, stem plates adjacent port and starboard faired in place. 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	1	2	-	-	-	-	-	Breast hook renewed.
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE		Bulheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good.	Part examined.	Good.	Good.	Good.	(State if on Felt.)	-
Caulking of Decks	Good.	Ceiling	Good.	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	-
Coamings	Good.	Cement or Asphalt	-	Oil Bunkers	-	Year	-
Beams & Fastenings	Good.	Rudder	Good.	Scuppers	Good.	Boats	Good.
Outside Plating	See Report.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	Masts, Yards, &c.	Good.
" " in way of sidelights	-	Windlass	Good.	Hatches	Good.	Condition, how ascertained	from deck.
Frames	Part examined.	Have pumps been examined and found efficient?	-	Planking	-	(State if wedges removed.)	-
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	at 2.1/16"
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Anchors, No. of	3B 1s.
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes.
Floors	-	Air and Sounding Pipes	-	Transoms, Pointers & Crutches	-	" length	270 fms. mean diam. 2.1/16"
Keelsons	-	Salting	-	Timbers of Frame at openings	-	(on board)	" Rule length 270 fms. size 2.1/16"
Stringers	-	Stringers, Clamps & Shelves	-	" " at other places	-	Chain Locker	-
Inner Bottom Plating	Pt. exd. Good.	Salting (State if examined.)	-	Stringers, Clamps & Shelves	-	Hawsers & Warps	Sufficient. Good.
Have the Tanks been examined internally	No.			Salting	-	Standing and Running Rigging	Good.
Have the Tanks been tested?	No.					Sails	-

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 as now seen is in good condition and eligible in my opinion to be classed 100A1, 10,48 with records of s.s. 10,48 and Docking Survey 10,48 subject to wavy bottom shell plating being kept under observation and specially examined at next dry docking also to stern frame E.W. 4,48 being specially examined at next dry docking.

Survey Fee (per Section 29)	Special Damage or Repair Fee (if any) (per Sec. 29)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for
£ -	Dga. £ 8	Wear & Tear. £ 10	£ -	27-10-1948.
		1		Received by me,
		10		- 19

Committee's Minute _____
 Character Assigned All minute on file
 Surveyor to Lloyd's Register of Shipping. J. J. J. J.

2 frames and 1 breast hook in way of above stem plates renewed.

Requirements of Circ. 1870, rudder construction:- Rudder specially examined, fractured shelf plate welding cut out and renewed and shelf re-inforced in way with $\frac{3}{4}$ " plate shaped to contour of rudder at shelf. Panels cut out of rudder side plates for examination under hydraulic test of the main tube and found sound.

Wood bush of rudder head collar bearing replaced with brass bushing grease lubricated from steering house flat.

Deformation of Bottom Plating. (Circ. 1888).

Shell and deck plating specially examined and observed deformation of bottom shell mostly in way of panel welds.

The location of these deformations have been noted and deflections measured, see Sketch on attached continuation sheet, and do not appear to have increased from that reported at last dry docking Hong Kong 4,48.

The deformation mostly affecting efficiency of structure is at frame 80 - 81 the athwartship panel weld being set up over A. B. & C strakes varying from $\frac{3}{4}$ " maximum to zero at commencement of bilge radius in "C" strake. The double bottom tank top plating at this frame space is also deformed.

The Owner's Superintendents attention has been drawn to the above condition of the bottom plating with a view to additional stiffening being fitted as early as practicable.

Completion of Classification Special Survey. (Circ. 1871).

Examined No. 3 deep tank and tunnel well.

Nos. 2, 3 and 5 double bottom tanks and settling tanks tested to Rule Requirements.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK		TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.			
23377, drop test No. 6398.	1st Bower ...	59	3	-	48	4	1	14			Halls type Cast Steel Head. Shank forged steel.	Cardiff. 24-9-48. F.W. Dovey.
	2nd "											
	3rd "											
	Collective Weight.											
	Steam											
	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.	Diara.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diara.			
3663.	45	2	1/2	105.105	11358	lbs.	No. of links 3.		Di-Lok Baldt Anchor, detachable Chain and Force Division.		27th May, 1948. Philadelphia, PA. R.G.M. Kennedy. Surveyor.

Particulars for First Entry Report taken.

Freeboard verified.

Repairs (Wear & Tear):- No. 6 Double bottom tank air pipe part renewed.

Structural Reinforcements as per Admiralty Circular, Circ. 101.

Existing 6 x 3 0. A. reinforcement of door opening in sides of deck house bracketed to sides of recess.

All other items 4 - 10 are in good order having been dealt with previously or conditions as quoted to not exist.

(See Continuation).

"WILLOWBANK".

Special Reasons List.

The following items now dealt with should be deleted:-

Repairs to stem plating, etc.

Supply of a bower anchor and 45 fathoms of cable.

The stern frame E.W. 4,48 specially examined and found sound, remains to be specially examined at next dry docking.

Jan. 1948

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

