

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th MAY 1956. When handed in at Local Office 8th JUNE 1956 Port of GREENOCK.
 No. in Reg. Book 25543 Survey held at PORT GLASGOW. Date, First Survey 24th FEB. 1956 Last Survey 21st MAY 1956
 (No. of Visits 25)

on the Wood, Iron or Steel S.S. RUNA.
 TONNAGE: Built at KRIMPEN By whom C. d. v. Gieszen When 1944
 GROSS 1920.25 Owners CLYDESDALE SHIPOWNERS CO., LTD. Owners' Address _____
 SUMMER DWT. 3257 Managers GLEN & Co., LTD. (If not already recorded in Appendix to Register Book)
 NET 829.84 Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock GARVEL DRY DOCK P.G. CASTLE YARD GREENOCK. Destined Voyage _____
 Cell D/Bor D/Ba _____ 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. 129398A Port Lon

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100 A1 (CLASSED 6/43)</u>	<u>LMC 4/52</u>
<u>(E) 3/55; 3/55.</u>	<u>B.S. 12/54</u>
<u>S.S. TAN 4/52</u>	<u>T.S.C.L. 2/54</u>

WITH FREEBOARD SUBJECT TO ANNUAL EXAMINATION. Part E.W.
 Society's Freeboard (if assigned) as painted on Ship and now verified } 0 ft. 4 3/4 ins.

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 SPECIAL SURVEY, R.P.S., & OIL FUEL CONVERSION. ALTERATIONS.

SPECIAL SURVEY DUE 4/56 SHIP 12 YEARS OLD.
 NOW DONE Ship placed in dry dock, Shell plating, stern frame & rudder cleaned examined & coated. Ship undocked 4th May 1956.

All holds, tween decks, fore & after peak spaces, engine & boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers & discharge pipes, decks with machinery & other casings, superstructures, skylights & companionways, hatchways, covers, supports, tarpaulins, cleats & battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings & covers, air & sounding pipes (striking plates fitted), cargo battens and bilge suction examined and found satisfactory.

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		BULKHEADS		ENGINE ROOM SKYLIGHTS		COPPER, OR Y.M.	
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt)
Caulking of Decks	good	Ceiling	good	Scuppers, Openings, Covers, &c.	good	When fitted, Month	Year
Coamings	good	Cement or Asphalt	good	Oil Bunkers	good	Boats	good
Beams & Fastenings	good	Rudder	good	Scuppers	good	Masts, Yards, &c.	good
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained	by examination
" " in way of sidelights	good	Windlass	good	Hatches	good	(State if wedges removed)	
Frames	good	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	S
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Anchors, No. of	3B, 1S
Longitudinals	good	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	YES
Transverses	good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems		" length	240 fm. mean diam. 1 3/4"
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" Rule length	240 fm. size 1 1/16"
Keelsons	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Chain Locker	good
Stringers	good			" " at other places		Hawsers & Warps	sufficient
Inner Bottom Plating	good			Stringers, Clamps & Shelves		Standing and Running Rigging	efficient
Have the Tanks been examined internally?	Yes			Sails		Sails	
Have the Tanks been tested?	Yes						

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."

It is submitted this ship is eligible in our opinion, to remain as classed with record of docking 5/56 and to have the notation of S.S. P.G. 5/56. Fitted for oil fuel 5/56 flash point above 150°.

In Italics: Put "Thomas" steel structure to be specially examined and reported upon annually. — No.

Endorsement: Bottom shell plating waved.

Survey Fee (per Section 23)	SPECIAL SURVEY	£ 68 : 0 : 0	Fees applied for,
O.F. CONVERSION		£ 30 : 0 : 0	11th JUNE 1956
Special Damage or Repair Fee (if any) (per Sec. 23)		£ :	Received by me,
Travelling Expenses (if chargeable)		£ :	19
Second Surveyor's Fee (if any)		£ :	

Angus L. Pringle - *paterson*
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned 5.56 P.G. (with endorsement)
S.S. P.G. - 5.56

CERTIFICATE WRITTEN

L.M.C. 5.56
 Fitted for oil fuel 5.56, FP above 150°
 5/56-4.56
 Delete endorsement.

Lloyd's Register Foundation

YES NOW.

If so, in the Report sent now, or when until it be sent?

013950-013960-0073 1/2

Is Certificate required? If so, to be sent to

Freeboard Renewal Survey, carried out & freeboard verified.
 Fore & After peak tanks, All double bottom tanks, O.F. bunkers & settling tanks internally examined, tested by water pressure to rule requirements and found satisfactory.
 All spaces previously cleared, ceiling, lining, cement & rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

REPAIRS, WEAR & TEAR.

- No. 2 fwd hatch end beam welded & strapped.
- Port side of engine casing cropped & part renewed.
- Access ladders on upper deck fwd of bridge removed & dk. plated over.
- A number of shell rivets renewed.
- A number of minor repairs effected.
- 2nd dk. plating forming new O.F. tank top renewed (fr. 64-73)
- No. 2 hatch aft end corner doublings renewed.
- 2nd dk. doubled P&S in way of former coal shoot saddleback.

ALTERATIONS. Tween deck bhd., at'd side moved aft to fr. 57.

- New tween deck bhd., built on port side fr. 57.
- Coal shoot saddleback from boat deck blanked off at upper deck to form domestic coal bunker.

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.				
	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.	Stagnatory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		

Iron Stream Chain or Steel Wire

- Coal shoot removed & shell opening blanked off.
- Trimming hatches p.o. fitted at fore end No. 1 hatch & at aft end No. 3 hatch within line of openings.
- Existing trimming hatch to No. 2 hold moved forward abreast No. 2 hatch p.o. and dk. opening compensated.
- All alterations affecting freeboard requirements noted on form C11 (cont'd)

OIL FUEL CONVERSION.

The vessel has now been converted to burn oil fuel. New oil fuel cross bunkers side bunkers and settling tanks being constructed as per approved plan. Existing bhd., 66 made O.T., by burning out riv., & welding flat bar in way of same. Existing fore & aft side coal bunker bulkheads removed except for stiffeners left as pillars clear of new fore & aft bulkhead, in engine room on port side only. Dk. runner fitted port side FRs. 54-58; Deck runner fitted at'd side in line with new fore & aft bulkhead FRs. 49-58, tubular pillar fitted about fr. 53. Side coal bunker beams on 2nd deck renewed as necessary p.o. in way of former coal hatch. Coal shoot & all existing coal hatches on 2nd deck to coal side bunkers removed and deck plated over in way of same. 5" air pipes with wire gauge and canvas covers fitted to side & cross bunkers 3 1/2" air pipes with wire gauge and canvas covers fitted to settling tanks and section 20 of the rules complied with so far as they are applicable. On completion tanks examined internally and tested to rule requirements and found satisfactory.

Length of O.F. bunkers at side (cross bunkers)	11'-3"
" " " " " "	4'-6"
" " O.F. side bunkers	18'-0"
" " O.F. settling tanks.	6'-9"

Capacities

- cross bunkers. 173 tons.
- Side bunkers. 109 tons.
- Settling tanks. 33 tons.

S.R. LIST. Part "Thomas Steel", structure was examined and continues to remain efficient.
 ENDORSEMENT. "Bottom shell plating waved". Plating was examined and remains effective.

RECORD FOR REGISTER BOOK. (If required)

- Coal bunkers dispensed with, part of space used to carry oil fuel.
- New O.F. crossbunkers 11'-3" at side 4'-6" long at ϕ . capacity 173 tons.
- " " side bunkers 18'-0" long, capacity 109 tons.
- " " settling tanks (inside cross bunkers) 6'-9" long, capacity 33 tons.

O.F. 5/56.

GROSS TONNAGE 1920.25.

NETT TONNAGE 829.84.

INTERIM CERTIFICATE issued, copy attached.

Already deleted B a/b

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.

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