

Rpt. 8.

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th JUNE 1946

When handed in at Local Office 7 1946

Port of GLASGOW

No. in Survey held at ROSYTH

Date, First Survey

AND Last Survey 24th JUNE 1946

on the Wood, Iron or Steel TWIN SC. PEARLEAF

TONNAGE :  
GROSS 5993  
UNDER DK 5283  
NET 2701

Built at W. HARTLEPOOL

By whom W. GRAY & CO. LD

Owners THE ADMIRALTY

Owners' Address

When 1917

Port belonging to LONDON

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock FIRTH OF FORTH

Destined Voyage

Cell DBor DBa feet; uE & B feet; f  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 23299 Port Gok

(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. PLEASE SEE LONDON LETTERS, 18th & 20th JUNE 1946.

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 GENERAL EXAMINATION FOR EXTENSION OF LOAD LINE CERTIFICATES.

At the request of the owner's representative, visited vessel at anchor in the Firth of Forth, off Rosyth and loading a cargo of oil. The master of the vessel stated that the owner's present intention was to proceed to Stavanger and act as oiler there, return to the Firth of Forth about the middle of July and then to go to Scapa Flow as oiler for minesweepers, finally returning to Rosyth about the middle of August.

Generally examined weather decks, casings, hatchways, ventilators, windlass and steering gear and found satisfactory. Verified freeboard on starboard side, supply side moored on port side. Load Line Certificate No. 22397. extended to 31st August 1946.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Planking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stowings	Cement or Asphalt	Oil Bunkers	Boats
Stowings & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Side Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" in way of sidelights	Windlass	Hatches	Equipment letter
Transverse Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Transverses	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transoms	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Stowage	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Bottom Plating	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
the Tanks been examined internally?		" at other places	Standing and Running Rigging
the Tanks been tested?		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

## 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 so far as now seen is in an efficient condition and eligible in my opinion to remain as at present classed in the Register Book without fresh record of survey subject to berdams Nos 1, 2, 3 and 4 not being used for water ballast and all necessary repairs being effected before normal seagoing service is resumed. 2nd No. 3. partly held.

Fee (per Section 29)	£ 10 : 10 : -	Fees applied for,
Damage or Repair Fee (if any) (per Sec. 29)	£ :	26 JUN 1946
Travelling Expenses (if chargeable)	£ 1 : 12 : 8	Received by me,
Second Surveyor's Fee (if any)	£ :	19
Committee's Minute		
Character Assigned	Refer	

GLASGOW

George. Kullins  
Surveyor to Lloyd's Register of Shipping.

FRI. 29 NOV 1946

Laid up  
pending repairs

Lloyd's Register Foundation

W1001-0087



S.R. 4187. Nothing was done at this time to Nos 1, 2, 3 and 4 cofferdams  
and Special Survey.

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

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.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.