

WRECK SECTION
No. 579

(Received at London Office 18 MAY 1950)

No. 14,971

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 16. 5. 50. Port of BELFAST.

No. in Reg. Book... Survey held at BELFAST. Date, First Survey 17th Oct. '49 Last Survey 13th Jan. 19 50

on the Wood, Iron or Steel Steamship "CRANLEY" (No. of Visits...)

06432 Built at BOWLING. By whom Scott and Sons. When 1895. 8.

TONNAGE:—
GROSS 354.
UNDER DK. 253.
NET 134.

Owners M/s Tennants Tar Distillers & Eng. Supplies, Ltd. Owners' Address...
Managers M/s. Samuel Stewart & Co. Ltd. Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? Both Name of Dock Clarendon Wet & Dry. Destined Voyage...
Cell/Dor/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. 6862. Port Dub.

(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 CASE. SEE PREVIOUS CORRESPONDENCE.

This vessel was placed in Dry Dock and prepared for Special Survey.
At Owner's representatives request, the Special Survey was partly held in order that the Repairers could give an estimate of the cost to place the vessel in good and efficient condition.

NOW DONE. Vessel placed in Dry Dock, the bottom, keel and rudder cleaned and examined. The hold, peaks, coal bunker and machinery spaces cleared.

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

PLEASE SEE CONTINUATION SHEET.

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

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 as No. 1-38."

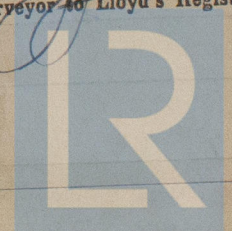
This vessel has been prepared and examined as detailed above and recommendations made to place the vessel, as now seen, in good and efficient condition.
The above information is submitted for the consideration of the Committee.

Survey Fee (per Section 29)	Preparation of Specification for Special	Fees applied for, 16.5. 19 50
Special Damage or Repair Fee (if any)	Survey repairs, HULL AND ENGINES	Received by me, 19
Travelling Expenses (if chargeable)		
Second Surveyor's Fee (if any)		

Committee's Minute. FRI. 2 JUN 1950

Character Assigned

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
F01031-0290 1/2

Note: Bel
(Broken up)

All close spar ceiling removed from vessel's sides in hold and bunkers, limber boards removed throughout. All casings of soil, scupper, air and sounding pipes removed. Steel work exposed (including plating under sidelights). Oxidation generally removed from the inside of shell plating, frames, stringers, beams, bulkheads, etc., and steel work examined.

Shell plating extensively drilled and gauged, plate thickness being recorded in each case.

All double bottom and peak tanks examined internally. Decks, (drilled and gauged at previous survey, see Belfast Report No. 14,707) now examined.

Anchors, masts, spars, rigging and general equipment examined (see separate rigging report).

Hatch covers, supports and fastenings examined in position at the hatchways. Ventilator coamings and covers examined. The steering engine and its connections, steering rods, chains, rudder quadrant, windlass air and sounding pipes examined.

NOTE:- To complete the Special Survey, further preparation is required, (i.e. bottom shell plates to be scaled, etc.), tanks to be tested, chain cables ranged, etc., and all repairs detailed in attached specification to be completed, the vessel being placed in good and efficient condition.

J. J. Wilson

16th May, 1950.

This vessel has been sold to Hammond Lane Metal Co. Ltd., Dublin, and is now in Dublin having been towed to that Port as a hulk by permission of the Ministry of Transport and dispensing with any certificate from this Society.

Messrs. S. Stewart & Co. are not in a position to say whether this vessel will be repaired or broken up. Please see recent correspondence.

Vessel laid up since Jan. 13th.

W. Balfour