

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th APRIL 1942 When handed in at Local Office 7.4.42 Port of GLASGOWNo. in Survey held at GLASGOWDate, First Survey 9th MARCH Last Survey 30th MARCH 194235/44 on the ~~Wood, Iron or Steel~~ S.S. ZAAFARAN (P)(No. of Visits 4)

TONNAGE:- Built at TROON By whom AILSA S.B. Co. LD. When 1921 MONTH 11
GROSS 1559 Owners MINISTRY OF WAR TRANSPORT Owners' Address -
UNDER DK. 1103 Managers GENERAL STEAM NAV. Co. LD. (if not already recorded in Appendix to Register Book).
NET 852 Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock PRINCES DOCK AFLOAT Destined Voyage -Cell/Dor/Dba feet; uE&B feet; f feet
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. 65380 Port Gls

(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 YES - NOT DESIRED.

INTERIM CERTIFICATE ISSUED. COPY HEREWITH.

Was a damage report made by anyone else? if so, by whom? NO.REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, DOCKING, & ALTERATIONS.

DAMAGE:- stated to have been sustained through vessel encountering heavy weather on 19th October 1941, whilst on service in the North Atlantic. (PLEASE SEE GLS. RPT. NO 64628 & S.R. LIST.)

On special examination of alignment of rudder in dry dock found rudder set over about 4° to port with tiller amidships, & rudder head found twisted to that extent. Rudder mainpiece apparently unaffected. As the rudder is efficient for the present, it is submitted that slightly twisted rudder head be dealt with at Owners' convenience.

DOCKING:- Vessel placed in drydock, bottom & rudder cleaned, examined, now satisfactory for the present, & re-coated. Secks, casings, hatches, coamings, ventilators, etc, examined & found satisfactory. No 2 hold & inner deck generally examined & found satisfactory. Freeboard rough checked. (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	-	-	-	-	-	-	-	-
Removed and Fair'd or Repaired	-	-	-	-	-	-	-	-
Fair'd or Repaired in place	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good in spaces examd</u>	Engine Room Skylights <u>good</u>	Copper or T.M. (State if on Felt.) <u>-</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Out Bunkers, Openings, Covers, &c. <u>"</u>	Wagon fitted, Month <u>-</u>
Coamings <u>"</u>	Cement or Asphalt <u>not examd.</u>	Oil Bunkers <u>not examd (new bunkers good)</u>	Boats <u>good</u>
Beams & Fastenings <u>good in spaces examd</u>	Rudder <u>efficient</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from deck</u>
" in way of sidelights <u>not examd</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed) <u>no</u>
Frames <u>good in spaces examd</u>	Have pumps been examined and found efficient? <u>not examd</u>	Planing <u>-</u>	Equipment letter <u>2</u>
Recessed Frames <u>-</u>	Have Sluice Valves been examined and found efficient? <u>not examd</u>	Caulking <u>-</u>	Anchors, No. of <u>3-1</u>
Longitudinals <u>-</u>	Have Watertight Doors been examined and found efficient? <u>not examd</u>	Treenails <u>-</u>	Cables (State if now ranged) <u>yes</u>
Transoms <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>-</u>	" length <u>210 fms</u> mean diamr <u>1 1/4"</u>
Floors <u>not examd</u>	Air and Sounding Pipes <u>not examd</u>	Transoms, Pointers & Crutches <u>-</u>	" Rule length <u>240 fms</u> size <u>1 3/8"</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>-</u>	Chain Locker <u>not examd</u>
Stringers <u>"</u>		" at other places <u>-</u>	Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating <u>good in spaces examd</u>		Stringers, Clamps & Shelves <u>-</u>	Standing and Running Riggng <u>good</u>
Have the Tanks been examined internally? <u>no</u>		Siding <u>-</u>	Sails <u>-</u>
Have the Tanks been tested? <u>see Rpt.</u>		(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, & eligible in my opinion to remain as at present classed in the Register Book with fresh record of survey 3.42, subject to indented bulwark plating etc, (SSF) & slightly twisted rudder head being dealt with at Owners' convenience, also to indented plate No 8 in main deck sheer (SS) being dealt with. (30 fms cable to supply).

Survey Fee (per Section 29) <u>NEW O.F. TANK</u>	£ 10 : 10 : 0	Fees applied for, <u>8 APR 1942</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 2 : 2 : 0	Received by me, <u>JH</u>
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£ <u>LICENCE CASE</u>	

Committee's Minute GLASGOW 8 APR 1942Character Assigned 100 A1 3.42

Area Inducy
O.F. Tank
(MT 60 t.)
Ske. OK. with fbd
Subject
Std. for oil
P.S. 11.44

Geo. Lockhart
Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

DOCKING (CONT):-

Chain cables ranged, examined, & now in accordance with emergency requirements viz. 210 fms, 1 1/4" dia.

REPAIRS. WEAR & TEAR:- A few shell rivets set up.

New motor lifeboat fitted in place; chocks & fittings altered to suit new boat.

A few minor deck repairs effected.

CABLES. On examination of cables ranged in dry dock, 2-15 fathom lengths found with defective links. 2-15 fm. lengths sent to L.P.H. - G. & found after annealing to be in bad condition & discarded.

Vessel previously was 15 fms. short of Rule equipment (Gls. Rpt. N° 64815) & 30 fms. now discarded leaves vessel 45 fms short.

1-15 fm. length of 1 3/4" dia. cable now supplied & connected up, making 210 fms. on board.

30 fms. cable remain to be supplied on conclusion of the present emergency.

Particulars of cable now supplied are given below. Marks verified with certificate & certificate endorsed.

STEERING GEAR:- This vessel is not fitted with rod & chain steering gear. Auxiliary steering gear generally examined & found satisfactory.

ALTERATIONS:- To increase the working range of the vessel on her special war service (rescue work) a new O.F. bunker tank has been constructed on tank top of & common with N° 2 D.B. tank in N° 2 lower hold. Additional O.F. capacity 150 tons.

Tank constructed in accordance with approved plan; copy of approved plan herewith.

Workmanship examined during construction of tank & found satisfactory.

On completion, tank tested under pressure & found satisfactory.

Filling, air, & levelling pipes & valves & sounding arrangements fitted in accordance.

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.																
	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.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
64950	14 2/3	1 3/4	55.125	77.125	23-3-14	23-0-14	-	-	Stud link	Richard Sykes & Sons	24/3/42, Cradley Heath, S. L. Paul.
Iron Steam Chain or Steel Wire...											

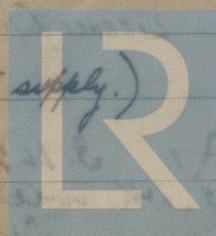
with approved plan, copy of which is enclosed herewith.

License N° R 3452, dated 7/1/42, supervised.

S.R. LIST:- Nothing has been done at this time re indented N° 8 plate in main sheer (SS) or with bulwark plating, etc. (SSF). These have been examined & found efficient for the present.

Rudder alignment has been specially examined in dry dock & rudder lead found slightly twisted, but rudder efficient for the present. Slightly twisted rudder lead to be dealt with at Owner's convenience.

Item re cables to supply now to read - (30 fms cable to supply.)



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