

21 OCT 1942

No. 6

REPORT OF SURVEY FOR REPAIRS

Date of writing Report 17th OCT. 1942

When handed in at Local Office 19.10.42

Port of

GLASGOW

No. in
Reg. Book.

Survey held at

OBAN

Date, First Survey

and

Last Survey

10th OCT. 1942

1942

70065

on the ~~Steel~~ ~~Steel~~

S.S. BARBERRYS

By whom

UCHIDA S.B. & ENG. CO. LD.

YEAR. MONTH.

1942

3

TONNAGE:-

5170

GROSS

4807

UNDER DK.

NET

3237

Owners: BARBERRYS S.S. CO. LD.

Managers: RUNCIMAN (LONDON) LTD.

Owners' Address:

(if not already recorded in Appendix to Register Book)

Port belonging to

LONDON

Surveyed Afloat or in Dry Dock?

AFLOAT

Name of Dock THE ANCHORAGE LOBAN

Destined Voyage

Cell D B or D B a

feet; u&B

feet; f

feet; f

feet; f

feet; f

feet; f

Particulars of Classification (which must be inserted)

(if not already recorded in Appendix to Register Book)

total capacity

tons. I.P.P.

tons; A.P.P.

tons; A.P.P.

tons; A.P.P.

tons; A.P.P.

tons; A.P.P.

tons; A.P.P.

tons; A.P.P.

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

Last Report, No. 110669

Port

GLASGOW

+ 100A1

+ 1 M.C. 3A

1.42

M.S. 12.37

S.S. N.Y.K. N° 3 - 10.33.

B.S. 7.42

S.S. N.Y.K. N° 1 - 37.

T.S. 2.42

FITTED FOR OIL FUEL 10.33. F.P. ABOVE 150°F.

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.

Society's Freeboard (if assigned) as painted on Ship and now verified

SCREW SHAFT FITTED WITH JOINTED G.L.

Was a damage report made by anyone else? if so, by whom?

CAPT. D. McDUGALL

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE

Visited vessel at request of Owner's Representative to survey damage stated to have been sustained through vessel being struck by an unknown ship on 5th October 1942, whilst sailing in company on a voyage from London to Methil.

On examination of vessel afloat found shell plating abreast N°1 Hatch, port side, set in locally, the sheerstrake and 1st, 2nd, 3rd and 4th strakes below, being affected; i.e. bulwark in way of same set in and buckled and a small fracture was observed in the shell flange of 1 main frame, extending from the toe of the flange to the frame rivet.

NOW DONE: The riveting and caulking in the vicinity of the damage was examined, tested and found satisfactory.

As this damage does not affect the seaworthiness of the vessel, it is submitted that repairs to same be deferred until such time as is convenient to the Owners.

DAMAGE REPORT AND INTERIM CERTIFICATE ISSUED - COPIES HEREWITH

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 Faird or Repaired

Faird or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Stowings

Rams & Fastenings

Outside Plating

in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Doors

Windows

Stairs

Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on Plate.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

mean diam.

(on board)

Rule length

size

Chain Locker

Hawsers & Warps

Standing and Running Rigging

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 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 side shell plating and bulwarks, etc., abreast N°1 Hatch, port side, being dealt with at Owner's convenience; also subject to corroded N°2 keel plate being dealt with at the next drydocking and set up bottom plates A4 and B5, starboard side, being dealt with at Owner's convenience; and to permanent repairs being effected to indented plating in 1st, 2nd and 3rd strakes below sheerstrake, etc., abreast after end of bridge, port side, at the first opportunity; and to buckled plating, starboard side amidships being specially examined at the next drydocking; also to repairs being effected to shell, decks, etc., (fine); and to permanent repairs to frames in engine room, port side, being effected at the next drydocking. (45 fathoms of cable remain to be supplied at the conclusion of the present emergency.)

Survey Fee (per Section 20)

£

-

:

0

Fees applied for,

Special Damage or Repair Fee (if any)

£

6

:

6

:

0

20 OCT 1942

Selling Expenses (if chargeable)

£

2

:

15

:

0

Received by me,

and Surveyor's Fee (if any)

£

-

:

0

19

Committee's Minute

GLASGOW

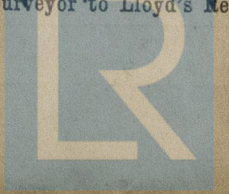
20 OCT 1942

Character Assigned

As now

Subject

G.E.C.



Lloyd's Register
Foundation

W150-0129

Permanent repairs were not effected to indented plating in 1st, 2nd and 3rd stowage below sheerstrake, etc., almost after end of bridge, port side or to buckled plating, starboard side amidships, or to shell, decks, etc., (fire damage) or to frames in engine room, port side; these items were examined as far as practicable and with the exception of the engine room frames, are considered efficient for the present; it was recommended to the Owners Representative that the engine room frames, port side, should be dealt with at the next drydocking, in this he concurred and stated that the vessel was scheduled to be drydocked on return to the United Kingdom from the present contemplated voyage, in about 5 or 6 weeks time, when a General Examination (due 10.42) and a Renewal Underboard Survey would also be carried out. 45 fathoms of cable remain to be supplied at the conclusion of the present emergency.

CAPT. D. McDOUGALL

DAMAGE

[illegible]

Q.T.9

DAMAGE REPORT AND INTERIM CERTIFICATE ISSUED - COPIES HEREWITH

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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight. .															
	Steam															
	Kedge.....															

If Patent state name of Patentee.

See Next, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible][illegible]