

Rpt. 8.

NO. 554

(Received at London Office 27 NOV 1946)

No. 554

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th Nov 1946 When handed in at Local Office 26th Nov 1946 Port of CARDIFF

No. in Survey held at CARDIFF Date, First Survey 17th Nov Last Survey 20th Nov 1946

Reg. Book. 57639 on the ~~BRISTOL SAND & GRAVEL CO. LTD.~~ Steel S.S. "GARTH"

TONNAGE :- Built at NEWCASTLE. By whom HAWTHORN LESLIE & CO. LTD. When 1925 YEAR. MONTH. 5

GROSS 424 Owners BRISTOL SAND & GRAVEL CO. LTD. Owners' Address -

UNDER DK. 328 Managers F. E. PETERS. Port belonging to STOCKTON.

NET 153

veyed Afloat or in Dry Dock? BOTH Name of Dock HILLS DRY DOCK & EAST DOCK. Destined Voyage -

DBorDBa feet; uE & B. feet; f. feet

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.

st Report, No. 55648 Port CFF

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Note also the dates and initials of any letters respecting this case.

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, to**

ers' Representative, not required. Was a damage report made by anyone else? if so, by whom? **yes, U.W. Surveyor**

IRS, OR EXAMINATION AS PER RULE, FOR Damage (1) stated to have been sustained whilst heaving anchor Mackenzie Shoal, 8th June 1944. Stem and stem plating buckled (See Cardiff Rpt. No. 55033)

Damage (2) stated due to vessel striking quay wall at Bristol 5th April 1946. Bow plating indented, several frames buckled, fore peak and deep tank bulkheads, wing plating buckled, starboard side.

Damage (3) stated due to vessel striking quay wall, West Dock, Cardiff 4th October 1946. Shell plates C1 and D2 indented. Fore peak and deep tank bulkheads, wing plating buckled, 2 frames buckled. port side.

Damage (4) Cause stated unknown. Portions of bilge keel buckled and torn (p. & s.)

AGE (1) REPAIRS:- Stem bar cropped buckled portion removed, faired and replaced (butts welded). P.T.O.

| TYPE OF DAMAGE REPAIRS :- | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items :- |
|-----------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|----------------|
| Renewed | 2 | - | | | | | | See Report. |
| Removed and Faired or Repaired | 4 | 4 | | | | | | |
| Repaired or Repaired in place ... | 5 | 6 | | | | | | |

| CONDITION OF THE | | Bulkhheads | | Engine Room Skylights | | Copper, or Y.M. | |
|--------------------------------|-----------|--|-----------------|-------------------------------|----------------------|------------------------------|-------------------------|
| Decks | efficient | efficient | GOOD. | When fitted, Month | Year | Boats | Good. |
| Fastenings | good. | Celling | good. | Oil Bunkers | | Masts, Yards &c. | " |
| Stitching | efficient | Cement | " | Scuppers | Good. | Condition, how ascertained | from deck |
| in way of sidelights | efficient | Rudder | " | Cargo Hatchways | " | (State if wedges removed.) | Equipment letter |
| where seen, efficient | efficient | Steering gear and its connections | good. | Hatches | " | Anchors, No. of | 2B 1S |
| " " " | " | Windlass | " | Planking | " | Cables (State if now ranged) | no. |
| " " " | " | Have pumps been examined and found efficient? | not examined. | Caulking | " | " length | 165 mean diamr. - |
| " " " | " | Have Sluice Valves been examined and found efficient? | - | Treenails | " | " (on board.) | Rule length 165 size 1" |
| where seen, good. | good. | Have Watertight Doors been examined and found efficient? | - | Breasthooks & Stemson | " | Chain Locker | not examined. |
| " " " | " | Have Ventilators and their Coamings been examined and found efficient? | yes | Transoms, Pointers & Crutches | " | Hawsers & Warps | sufficient |
| " " " | " | Air and Sounding Pipes | where ed, good. | Timbers of Frame at openings | " | Standing Rigging | good. |
| Plating | - | Doubling Plates under Sounding Pipes | - | " at other places | " | Sails | - |
| Tanks been examined internally | yes | | | Stringers, Clamps & Shelves | " | | |
| Tanks been tested? | no. | | | Salting | (State if examined.) | | |

al 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 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 is in good condition so far as now seen and eligible in my opinion to remain as now classed with record of EXAMINED 11,46 (12 months), subject to 15 fathoms of cable being renewed or repaired and retested at first opportunity as previously recommended, and covering of deep tank top being removed and plating dealt with as found necessary at next S.S.

| Fee (per Section 29) | Gen. Examm. | £ | : | 0 | : | 0 | Fees applied for, |
|----------------------------------|-------------|---|---|---|---|---|---------------------------|
| Damage Repair Fee (if any) | 8 | : | 8 | : | 0 | 0 | 26 th Nov 1946 |
| Working Expenses (if chargeable) | | : | | : | | | Received by me, |
| Surveyor's Fee (if any) | | : | | : | | | 19 |

WED. 8 JAN 1947
11,46 Bff subject
Examined 11,46 85 11,46
W312-0119(112) S. 11,46



Is Certificate required? If so, to be sent to

"GARTH"

Port Side, Shell plate A1 cropped and part renewed.

C1 removed, faired and replaced.

D1 released, and faired in place.

Starbd. Side Shell plate A1 cropped and part renewed.

D1 removed, faired and replaced.

DAMAGE (2) REPAIRS:- Starbd. Side.

Shell plate B1 & C1 released at upper landing and faired in place.

" " D2 removed, faired and replaced.

" " Nos. 1 & 2 forecastle sheer strake, released and faired in place.

Forecastle Gunwhale bar removed, faired and replaced.

Forecastle deck stringer plate faired in place.

Frames Nos. 6 & 13 cropped, faired and replaced (butts welded)

Fore peak bulkhead - wing plate cropped and part renewed.

Deep tank, aft bulkhead wing plating cropped and part renewed.

DAMAGE (3) REPAIRS:- Port Side.

Shell plates C1 and D2 removed, faired and replaced.

Frames Nos. 12 & 13 cropped, faired and replaced (butts welded)

Fore peak bulkhead wing plating cropped and part renewed.

Deep tank aft bulkhead - wing plating cropped and part renewed.

DAMAGE (4) REPAIRS:- Bilge keel partly renewed where buckled and torn (p. & s.)

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

GENERAL EXAMINATION:- Vessel in dry dock.. Bottom and rudder (lifted) cleaned, and after repairs recoated. Generally examined sand hold, space between sand hold and ships' side, fore and after peak tanks and deep tank internally bunker, machinery spaces and structure below boiler (open floors), decks, casings, ventilators, hatchways and closing appliances, skylights, steering gear and its connections windlass and general equipment.

WEAR & TEAR REPAIRS:- Shell plate B5 (p.s.) outside landing edge built up with welding where wasted.

No. 7 keel plate - several rivets and seams caulked.

"GARTH"

Aft shoe plate - several rivet heads cap welded.

Deck plating fore side of sand pump - small welded doubler fitted in way of local wastage.

Deck plating p.s. amids. - small welded doubler fitted in way of local wastage.

Bottom angles of all hatchway beams renewed.

Several hatch beam shoes renewed.

Rudder - Nos 1 & 2 gudgeon bushes renewed.

Steering chains annealed.

S.R.LIST: No. 1 keel plate and adjacent shell plate (p.s.f.) faired in place.

"Indented stem and stem plating" - dealt with under Damage (1).

Deep tank top plating - portion of cement covering removed on port and starboard side, also aft centre, plating in way examined and found somewhat thin; considered efficient meantime. It is recommended that all covering be removed from this tank top and plating dealt with as found necessary at next S.S.

Cable not dealt with at this time.

The items in S.R. list regarding keel and bottom plating (p.s.f.) also stem and stem plating may now be deleted.

A Renewal Freeboard Survey now carried out and the Load Line extended until 30th November 1947

Handwritten mark

N.B.- If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.