

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report... 1932 When handed in at Local Office... 4. 1. 1932 Port of Glasgow

No. in Reg. Book... Survey held at Glasgow Date, First Survey 14 Dec Last Survey 22nd Dec 1931 (No. of Visits 4)

S. 39718 on the Wood, Iron or Steel Twin Sc Couch

TONNAGE: GROSS 8376 UNDER DEK. 7612 NET 4953 Built at Glasgow By whom Harland & Wolff Ltd. When 1931 12 Owners Anglo Saxon Petroleum Co. Ltd. Managers Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Rotherham Destined Voyage Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

WB=CellDBorDBa feet; w&B feet; f feet total capacity tons. FPT tons; APT tons; MT feet tons. N.B.—All alterations in the existing records should be underlined.

Last Report, No. 51965 Port Gls

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 Replacement of Anchor and Cable stated to have been lost off Greenock on the 8th December 1931

Now done— One anchor (2 1/2 ton) and three lengths of the port cable were lost owing to a link in the cable breaking. The remaining 7 lengths of this cable were removed and placed in the Glasgow Proving House for examination and testing. On examination 4 defective links were found in the cable and renewed, one length of this cable failed to withstand the statutory test, therefore 4 lengths of new cable and 1 anchor were placed on board together with 6 lengths of the original cable was retested. It will be observed that according to the new test Certificate for the original cable it is now shown to be under required weight the new anchor however is 45-3q-14 lbs in excess of the weight required, in view of this the

SUMMARY OF DAMAGE REPAIRS: Shell Plates, Frames, R. Frames, Floors, Beams, Str. Plates, Dk. Plates, Other Items: Renewed, Removed and Faired or Repaired, Faired or Repaired in place

PRESENT CONDITION OF THE Decks, Caulking of Decks, Coamings, Beams & Fastenings, Outside Plating, Breasthooks, Transoms, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, State if Tanks have been examined inside, State if Tanks now tested, Bulkheads, Ceiling, Cement or Asphalt, Rudder, Steering gear and its connections, Windlass, Have Pumps now been examined and found efficient?, Have Sluice Valves now been examined and found efficient?, Have Watertight Doors now been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Dblig. Plates under Sounding Pipes, Engine Room Skylights, Coal Bunkers, Open'gs, Lids, &c., Scuppers, Cargo Hatchways, Hatches, Planking of Wood Vessels, Caulking, Treennails, Breasthooks & Stemson, Transoms, Pointers, & Crutches, Timbers of Frame at openings, Ditto Ditto at other places, Stringers, Clamps & Shelves, Salting, Copper, or Y.M. of Wood Vessels, Boats, Masts, Yards, &c., Condition, how ascertained, Sails, Equipment letter, Anchors, No. of, Cables, Hawser & Warps, Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

The above is reported for the information of the Committee

Survey Fee (per Section 20), Special Damage or Repair Fee (if any), Travelling Expenses (if chargeable), Second Surveyor's Fee (if any), Fees applied for, Received by me, Norman Dobson, Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 5 - JAN 1932 Character Assigned As now

If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the Committee's Minute.)

Is Certificate required? If so, to be sent to



Cables (Conts)

*Equipment now supplied, merits, in my opinion, the favourable
Consideration of the Committee*

[Signature]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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. | | | |
| <i>33674</i> | 1st Bower ... | | | | | | | | | | | | | | | |
| | 2nd " | <i>82</i> | <i>0</i> | <i>14</i> | | | | <i>60</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>77</i> | <i>1</i> | <i>0</i> | <i>Bygone Improved Stockless</i> | <i>Switzerland 27/6/31 J.H. Burt</i> |
| | 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. | When and where tested and Superintendent. |
|--|---------------------------|---------------|-----------------------|----------------|------------------------|----------|-----------|------------|---------------------------|-----------|------------------|-----------------------------|--|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | | Per Rule. | | Length. | Diam. | | | |
| | | | | | Fathoms. | Inch. | Tons. | Tons. | | | | | |
| <i>4116</i> | <i>90</i> | <i>2 7/16</i> | <i>106 3/16</i> | <i>149 3/8</i> | <i>262</i> | <i>0</i> | <i>21</i> | | | | <i>Stud Link</i> | | <i>19/12/31 Glasgow L. H. Alfie 21/5/31 Cadby North S. C. Paul</i> |
| <i>45988</i> | <i>15</i> | <i>2 7/16</i> | <i>106 3/16</i> | <i>149 3/8</i> | <i>45</i> | <i>3</i> | <i>0</i> | | | | | | <i>Do Do Do</i> |
| <i>45989</i> | <i>15</i> | <i>2 7/16</i> | <i>106 3/16</i> | <i>149 3/8</i> | <i>44</i> | <i>3</i> | <i>7</i> | | | | | | <i>Do Do Do</i> |
| <i>46548</i> <i>Iron Steam Chain or Steel Wire...</i> | <i>15</i> | <i>2 7/16</i> | <i>106 3/16</i> | <i>149 3/8</i> | <i>45</i> | <i>2</i> | <i>0</i> | | | | | | <i>5/12/31 Do Do</i> |
| <i>33801</i> | <i>15</i> | <i>2 7/16</i> | <i>106 3/16</i> | <i>149 3/8</i> | <i>44</i> | <i>2</i> | <i>7</i> | | | | | <i>R. S. & Co. Ltd.</i> | <i>12/11/29 Cadby North</i> |
| | <i>150</i> | | | | <i>442</i> | <i>3</i> | <i>7</i> | <i>445</i> | <i>0</i> | <i>14</i> | <i>150</i> | <i>2 7/16</i> | |



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