

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 9th June 1939

When handed in at Local Office 9th June 1939

Port of Glasgow

No. in Reg. Book.

Survey held at Grangemouth

Date, First Survey 1st June 39

Last Survey 6th June 1939

7125 on the Wood, Iron & Steel

S. S. "BOWLING" Ex "CLYDEMHOR"

TONNAGE:-

GROSS 793

UNDER DEK 558

NET 344

Built at Paisley

Owners G. Gibson & Co. Ltd.

Managers

By whom J. Fullerton & Co.

Owners' Address

Port belonging to Glasgow

When 1910 - 10

Surveyed Afloat or in Dry Dock? yes.

Name of Dock Carron Dry Dock. Destined Voyage

WB=CellDBorDBa

feet; uE&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. 59872 Port Gls.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 required.

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 7 ins.

Was a damage report made by anyone else? If so, by whom? none bornack of health.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Docking

Stated to have been sustained through vessel grounding outside Grangemouth Docks on 5th March 1939. While on voyage from Antwerp to Grangemouth.

For fuller particulars please see Vessel's Official Log books.

How done:- Vessel placed in dry dock the bottom and rudder cleaned, and examined.

On examination found:- Keel plate No. 2. from forward very slightly set up.

Bottom shell plates A.4. B.4 and C.3. from forward (P.S.) and A.3. from forward (S.S.) all in way of No. 1. double bottom tank. very slightly set up, and a few shell rivets in way of above started. No. 1. D.B. tank full of water at time of examination.

Note:- The vessel being urgently required for service, no time was available to effect permanent repairs, but the following temporary repairs were carried out at this time. viz. continued on page 2 of report.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good.	State if Tanks have been examined inside	no	Air and Sounding Pipes	examined on 5th June 39.	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	"	State if Tanks now tested	No. 1 on 28th June 39.	Dbing. Plates under Sounding Pipes	not examined	(State if on Felt.)	
Coamings	"	Bulkheads	in open exam. 28th June 39.	Engine Room Skylights	Spot.	When put on, Month	Year
Beams & Fastenings in open exam. 28th June 39.		Ceiling	"	Oil Bunkers, Open'gs, Lids, &c.	"	Boats	not examined.
Outside Plating	good.	Cement or Asphalt (State which.)	not examined	Oil Bunkers	none.	Masts, Yards, &c.	Spot.
" " in way of sidelights	not examined	Rudder	Spot.	Scuppers	good.	Condition, how ascertained	examined from 5th June 39.
Reesthooks	not examined	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	no
Ransoms	"	Windlass	"	Hatches	"	Sails	✓
Frames	in open exam. 28th June 39.	Have pumps now been examined and found efficient?	not examined	Planking of Wood Vessels		Equipment letter	"K" ✓
Reverse Frames	not examined	Have Sluice Valves now been examined and found efficient?	not examined	Caulking	ditto	Anchors, No. of	3. 1.
Longitudinals	none.	Have Watertight Doors now been examined and found efficient?	not examined	Treenails	ditto	Chain Locker	not examined.
Transverses	none.	Have Ventilators and their Coamings been examined and found efficient?	yes, Spot.	Breasthooks & Stems	ditto	Cables (State if now ranged)	no
Decks	not examined			Transoms Pointers, & Crutches	ditto	" length (on board)	Spot.
Beams	"			Timbers of Frame at openings	ditto	" Rule length	Complete.
Inner Bottom Plating	"			Ditto Ditto at other places	ditto	Hawser & Warps	insufficient.
				Stringers, Clamps & Shefts	ditto	Standing and Running Rigging	Spot.
				Salting	ditto		

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.

This vessel, so far as now seen, is in an efficient condition and eligible in my opinion to remain as classed in the Register Book, with fresh record of Survey, 6.39. Subject to permanent repairs to Keel plate No. 2. from forward "A.4." "B.4." and "C.3." from forward (P.S.) and "A.3." from forward (S.S.) being effected at first convenient opportunity, also No. 1. D.B. tank examined internally and thereafter tested on completion of bottom shell repairs.

Survey Fee (per Section 29)	£			
Special Damage or Repair Fee (if any) (per Sec. 29)	£	2	2	0
Surveying Expenses (if chargeable)	£		4	8
And Surveyor's Fee (if any)	£			

Fees applied for, 13 JUN 1939

Received by me, 25/8 1939

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 13 JUN 1939

Character Assigned 100 A1

6.39 subject 13.8.6.39.



Lloyd's Register Foundation

W455-0028 1/2

S. S. BOWLING

Temporary repairs effected.

Viz. Bottom shell riveting in way of N°1. double bottom tank overhauled a few shell rivets set up and shell caulking in way made good.

N°1. double bottom tank tested by water pressure and found satisfactory.

As the damaged shell plates do not affect the vessels efficiency, and the shell riveting and caulking being now tight, the Owners proposal to have permanent repairs to the above, effected at the first convenient opportunity, also the N°1. DB Tank examined internally and tested by water pressure on completion of repairs, in my opinion merits the favourable consideration of the Committee.

Docking.

Now done:- Vessel placed in dry dock, the bottom and rudders, cleaned, examined, placed in good condition and recoated. Rudders examined in position and found satisfactory. Holds, fo'ish. Bridge space. machinery space, casings, hatchways, supports and fastenings, covers, tarpaulins, battening arrangements, Ventilator coverings, covers, Deck and General equipment examined and found in good condition. Windlass, steering gear, and emergency gear examined, steering chains annealed, repaired as found necessary from tested chains, examined, and found in order, Shows, spring buffers, warwick screws, and rod connections opened up and examined. Sheave and rod pins examined, one sheave pin and 4 rod pins removed and all replaced in good working condition. Deckboards verified and found in accordance with preboard certificates on board.

Annual preboard survey held at this time.

Spares for steering gear on board as follows:- 1. spring buffer, 1. spare spring. 1. warwick screw, 4 sheave pins, 4 rod pins, 4 shackles, 4 connecting links, and one 35ft. length of steering chain.

Wear and tear repairs now effected:-

Rudders stuffing box rewooded.

Dambling fitted in way of mooring pipe on bulwark (S.S) aft.

" Coaling hatch (wood) covers renewed.

Hatch web top angles riveted as necessary. and a few repairs on deck of a minor nature effected.

J. O. Hanson