

25 MAR 1937

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No. 18895

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report March 24th 1937 When handed in at Local Office March 24th 1937 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 17.3.37 Last Survey 19.3.1937
 Reg. Book. on the Wood, Iron or Steel LOCH MORAR (No. of Visits 3)

TONNAGE: Built at Ayr By whom W. & A. S. Co. Ltd. When 1918
 GROSS 244 Owners W. & A. S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 244 Managers W. & A. S. Co. Ltd. Port belonging to Aberdeen
 NET 113

Surveyed Afloat or in Dry Dock? Both Name of Dock Pontoon 2 Destined Voyage Fishing
 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.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 18739 Port Abn

(Periodical Surveys, when held, must be reported in detail and serially 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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part S.S. 2nd No. 1.

The vessel placed on the Pontoon. The Bottom, keel and rudder cleaned, examined, placed in good condition and recoated. The Rudder fitted, pulleys examined. The steering gear overhauled, chains and rods examined. The peaks, chain locker, storeroom and machinery spaces cleared, and steelwork throughout examined and found in good condition. The fore-castle and cabin linings part removed, steelwork examined and found in good condition. The fishroom, part linings removed, steelwork examined and found in good condition. The wheel house, linings removed, steelwork chipped and recoated. Captain's room below found good. The Tank in bunkers tested and found in order. The Deck (wood) examined, also casings, hatchways, hatches, rigging, masts (wedges removed) windlass, cables and equipment. Hand Pumps tried and now in order. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Deck <u>Good</u>	State if Tanks have been examined inside <u>no</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Deck <u>"</u>	State if Tank now tested <u>yes</u>	Dbng. Plates under Sounding Pipes <u>✓</u>	(State if on Felt). When put on, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Bulkheads <u>as rep'd</u> <u>Good</u>	Engine Room Skylights <u>Good</u>	Boats <u>one</u> <u>Good</u>
Beams & Fastenings <u>as rep'd</u> <u>"</u>	Ceiling <u>"</u> <u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u> <u>"</u>	Cement or Asphalt <u>"</u> <u>"</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>examined</u>
" " in way of sidelights <u>✓</u>	Rudder <u>"</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>yes</u>
Breasthooks <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>✓</u>
Transoms <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>drawn</u>
Frames <u>as rep'd</u> <u>"</u>	Have pumps now been examined and found efficient? <u>yes</u>	Planking of Wood Vessels <u>✓</u>	Anchors, No. of <u>3</u>
Reverse Frames <u>"</u> <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>none</u>	Caulking ditto <u>✓</u>	Chain Locker <u>Good</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>none</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>as rep'd</u> <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>✓</u>	" length <u>105</u> mean diamr. <u>1 1/2</u>
Floors <u>"</u> <u>"</u>		Transoms Pointers, & Crutches ditto <u>✓</u>	(on board) <u>105</u> size <u>1 1/2</u>
Keelsons <u>"</u> <u>"</u>		Timbers of Frame at openings ditto <u>✓</u>	" Rule length <u>105</u>
Stringers <u>"</u> <u>"</u>		Ditto Ditto at other places ditto <u>✓</u>	Hawser & Warps <u>sufficient</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shefts ditto <u>✓</u>	Standing and Running Rigging <u>Good</u>
		Salting ditto <u>✓</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 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 ptd 24, &c."

This vessel as far as now seen, is in good and efficient condition and eligible in my opinion, to remain as classed, with fresh record of Survey 3.37 and the notation of S.S. Abn. No. 1.37. when the Survey has been completed, subject to the Stern Frame, where E.W. being examined at next dry docking and indented plating repaired at Owners convenience.

Survey Fee (per Section 29)	£ 5 : 0 : 0	Fees applied for, <u>March 24 1937</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me, <u>T. Richardson</u>
Travelling Expenses (if chargeable)	£ :	<u>20.4.1937</u>
Second Surveyor's Fee (if any)	£ :	<u>26/5</u>

Committee's Minute

FRI 9 APR 1937

FRI 23 APR 1937

Character Assigned

FRI 28 MAY 1937

Surveyor to Lloyd's Register of Shipping.

W465-0231

Lloyd's Register Foundation

"LOCH MORAR."

The following repairs due to "WEAR + TEAR" have now been carried out, viz:-

3 Pinbers renewed. Mouldings riveted where necessary. A few shell rivets renewed. The gunwale bar caulked in way of cabin aft- & s. sides. Reverse bars fitted on 2 frames p & s. under cabin floor. Steering gear chains annealed & part renewed. Sheave pins renewed. Small boat repaired and a number of minor repairs carried out.

The Depth Sounding Instruments removed, castings and fittings examined and found in order.

The Stern frame where E.W. examined and found efficient.

D.P.2 examined and found efficient; also found A.P.2 + B.P.3. indented but efficient.

To complete the Survey, the following remains to be carried out, viz:-

1. Space under Threshold to examine.
2. Tank in Bankers to examine
3. Banker space to examine.

It is stated this survey will be completed within the year of grace.

T. Richardson

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.