

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6 March 1928 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 31 Oct. 27 Last Survey 29 Febr 1928

Reg. Book. 24444 on the Wood, Iron or Steel S.S. "INCHDAIRNIE" (No. of Visits 10)

TONNAGE: GROSS 6596 Built at Kinghorn By whom Kinghorn S.B.C. When 1921 5
UNDER DECK 6220 Owners J. Fletcher Owners' Address Glasgow
NET 4024 Managers _____ Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? both Name of Dock City 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.
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. 6695 Port Fal.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1 4-27</u> <u>Shelter deck</u> <u>with frutoms</u> <u>S.S. 9 to 11 1/4</u>		<u>+LMCT. 24</u> <u>B.S. 7-11</u> <u>T.S. 0-21</u> <u>C.L.</u>
		<u>W.T.B.</u>

(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

Was a damage report made by anyone else? If so, by whom? Yes not required

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination in drydock
The vessel is reported to have been aground off Hook of Holland no further particulars could be obtained.
The vessel has been placed in dry dock bottom cleaned examined and keelplate N2 faired in place A strake plate N:2 on P.S. removed faired and replaced
On Starboard and Portside several started shell rivets in bulge strake renewed.
Injection valve compartment riveted, and recaulked.
Upon completion of repairs N1 double bottom tank and engine room tank tested as required and found tight.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired	1							
Faired or Repaired in place	1							

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or I.M. of Wood Vessels
Decks <u>good</u>	<u>no</u>	<u>not ext</u>	<u>no</u>
Caulking of Decks <u>no</u>	<u>no</u>	Engine Room Skylights <u>good</u>	(State if on Feet) When put on, Month <u>Year 0</u>
Coamings <u>no</u>	Bulkheads <u>no</u>	Coal Bunkers, Open'gs, Lids, &c. <u>no</u>	Boats <u>good</u>
Beams & Fastenings <u>not ext</u>	Ceiling <u>good</u>	Scuppers <u>no</u>	Masts, Yards, &c. <u>not ext</u>
Outside Plating <u>good</u>	Cement or Asphalt <u>not ext</u>	Cargo Hatchways <u>no</u>	Condition, how ascertained <u>no</u>
Breasthooks <u>not ext</u>	Rudder <u>good</u>	Hatches <u>no</u>	(State if wedges removed) <u>no</u>
Transoms <u>no</u>	Steering gear and its connections <u>no</u>	Planking of Wood Vessels <u>no</u>	Sails <u>AT</u>
Frames <u>no</u>	Windlass <u>no</u>	Caulking <u>no</u>	Equipment letter <u>AT</u>
Reverse Frames <u>no</u>	Have Pumps now been examined and found efficient? <u>not ext</u>	Treenails <u>no</u>	Anchors, No. of <u>Complete</u>
Longitudinals <u>no</u>	Have Sluice Valves now been examined and found efficient? <u>no</u>	Breasthooks & Stenson <u>no</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>no</u>	Have Watertight Doors now been examined and found efficient? <u>no</u>	Transoms, Pointers, & Crutches <u>no</u>	„ length <u>240 fms</u> size <u>2 5/16</u>
Floors <u>no</u>	Have Ventilators and their Coamings been examined and found efficient? <u>no</u>	Timbers of Frame at openings <u>no</u>	„ Rule length <u>240 fms</u> size <u>2 5/16</u>
Keelsons <u>no</u>		Ditto ditto at other places <u>no</u>	Hawser & Warps <u>sufficient</u>
Stringers <u>no</u>		Stringers, Clamps & Shelves <u>no</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>no</u>		Salting <u>no</u>	

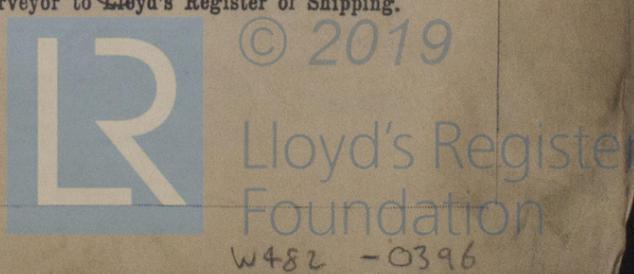
General Observations, Opinion as to Class, Recommendation, &c.:

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 pND24, &c."

The vessel is in a good and efficient condition and eligible in my opinion to be continued as classed with fresh record of Survey. 2 - 28 -

Survey Fee (per Section 29) £	Fees applied for, £
Special Damage or Repair Fee (if any) (per Sec. 29) £ 125:-	Received by me, £ 30.3.19
Travelling Expenses (if chargeable) £ 10:-	
Second Surveyor's Fee (if any) £	

Committee's Minute _____
Character Assigned 100A1 Without Spl. Cond. Shelter Deck with
S2.28



Stem frame examined and scarp on rudder post riveted
 Rudder lifted for examination, pintles refastened and
 gudgeons rebushed. Steering gear overhauled and
 placed in good working order

Bottom and rudder in good condition and recoated
 Chain cables ranged examined and found good & complete

Windlass overhauled and placed in good working order

Ceiling, tunnel, fullars etc all dealt with examined and
 found in order

Found upon examination one lower anchor missing
 a new lower anchor supplied and placed *H. J. Tonke*
 on board in good order, compared with
 certificate of test, found correct and particulars
 as given below

E.B.—If this Report is copied by Copying Press, special 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.			
43381	1st Bower	68	0	0	stock	52	12	2	0	68	0	0	Bulmann (Cast Steel Head)	Richard Sykes & Son Ltd.	Cradley Heath 12 th Jan 1928 V. Paul	
	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.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
Iron Stream Chain } or Steel Wire.... }														