

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 16 12 35 Port of Glasgow.

No. in Survey held at Bowling Date, First Survey 16 12 35 Last Survey 9 12 35
Reg. Book. 28954 on the Wood, Iron or Steel ss. sk. "LOUGH FISHER" (No. of Visits 9)TONNAGE: Built at Lough Fisher Quay By whom J. Bickton & Co. Ld When 1921 3
GROSS 415 Owners J. Fisher & Sons Ld Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 289 Managers Port belonging to Barrow.
NET 160Surveyed Afloat or in Dry Dock? On Slip Name of Dock Scott & Sons 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. 105935 Port Lw

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.

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

Was a damage report made by anyone else? If so, by whom? For Rose for Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage & Condition.
Damage stated to have been caused through vessel being driven ashore in Ardmore Bay, near Carradross, during heavy gale on the 19th October 1935.
For other particulars please see Log Books

How done.

Vessel placed on slip, bottom, keel & rudder examined, found in good condition & recoated. Rudder lifted, pintles examined, one gudgeon bushed & replaced.

Plating (No. 2 from forward).

No 2 plate, removed, faired & replaced. No 3 & 7 plates, faired in place.

No 4, 5 & 6 plates renewed.

DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
and Faired or Repaired	6	21	✓	✓	✓	✓	✓	Two Peak & Off Peak tanks tested.
Repaired in place	6	✓	✓	✓	✓	✓	✓	Windlass overhauled. Steering gear overhauled & other minor repairs.

CONDITION OF THE

State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
State if Tanks now tested	Good	Dbing. Plates under Sounding Pipes	✓	(State if on felt).	When put on, Month
Bulkheads	✓	Engine Room Skylights	Good	Boats	Good
Ceiling	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	✓
Cement or Asphalt	✓	Oil Bunkers	✓	Condition, how ascertained	From deck.
(State which.)	✓	Scuppers	✓	(State if wedges removed)	No.
Rudder	✓	Cargo Hatchways	Good	Sails	✓
Steering gear and its connections	✓	Hatches	✓	Equipment letter	f
Windlass	✓	Planking of Wood Vessels	✓	Anchors, No. of	25 15
Have pumps now been examined and found efficient?	Not up	Caulking	ditto	Chain Locker	Good
Have Sluice Valves now been examined and found efficient?	✓	Treenails	ditto	Cables (State if now ranged)	Reels renewed
Have Watertight Doors now been examined and found efficient?	✓	Breasthooks & Stems	ditto	length 165 fms mean diam. 1"	
Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	(on board) 165 fms size 1"	
		Timbers of Frame at openings	ditto	Rule length 165 fms	
		Ditto Ditto at other places	ditto	Hawser & Warps	Good
		Stringers, Clamps & Shells	ditto	Standing and Running Rigging	✓
		Salting (State if examined.)	ditto		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey," "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

Vessel, as now seen, is in a good & efficient condition, & is eligible in my opinion in as classed, & to have fresh record of Survey 12-35. Subject to indented shell

No 07. E&S 29 being dealt with at the Owner's convenience, & to the Outer Plates (EW 8-35)

being examined at next dry docking.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £ 16 : 16 : 0

Calling Expenses (if chargeable) £

Surveyor's Fee (if any) £

Committee's Minute GLASGOW 17 DEC 1935

Character Assigned 100A1

Cargo battens not fitted.

12.35 Subject re.

Note limit. Report 12.35.

W494-0084

Fees applied for.
17 DEC 1935

Received by me

8-12-36

19

R. Dunne

Surveyor to Lloyd's Register of Shipping.

TUE. 11 FEB 1936

TUE. 3 MAR 1936

Lloyd's Register Foundation

Se. Ss. "LOUGH FISHER"Shell Plating (Port Side)."A" Strake Nos 4, 5 & 9 plates, faired in place.

Nos 6, 7 & 8 plates, removed, faired & refitted.

"B" Strake Nos 5, 6 & 7 plates, faired in place.

No 8 plate renewed.

"C" Strake Nos 5, 6 & 7 plates, faired in place.Shell Plating (Starboard Side)."A" Strake Nos 3 & 5 plates, faired in place.

Nos 4 & 8 plates renewed.

Nos 6 & 7 plates, removed, faired & refitted.

"B" Strake Nos 3, 5, 6 & 7 plates, faired in place."C" Strake Nos 4, 5, 6 & 7 plates, faired in place.Centre Keelson cropped & renewed for about 20 feet forward of after B^{ld} in Hold.

Top & bottom bars & rider plates refitted & riveted.

Floors shored down between Nos 30 & 54 frames from forward. Centre Binder

floor connections in way renewed, & 9 Side Keelson Chock Angles renewed.

12 floor frames cropped & partly renewed. (P & S).

On completion of repairs the bottom was flooded & examined.

Several shell pivots set up & odd parts of caulking made good.

Fore Peak Tank & After Peak Tank tested as required & found satisfactory.

Cement on bottom renewed in way of repairs. Ceiling in Hold &

Bunkers refitted & renewed where necessary. Bilges cleaned & recoated.

Steering chains annealed, examined & refitted. Steering rods examined.

Lead blocks opened out & examined, Buffer Springs examined, & all found in

good condition & refitted. Steering Engine opened out & examined.

Windlass opened out & examined. Main driving shaft renewed, & existing

lifters, worm wheels, & warping drums refitted.

Chain Cables renewed. Starboard Bower Anchor renewed. (Particulars are as given on report)

Condition Deck, Hatches & Hatchways, Lashaulins, Cleats & Batten,

Ventilators & Coaming, & general equipment examined & found in efficient condition.

Special Reasons List. (See also Liverpool Rep Nos 102914 & 105935)

Nothing was done to indented plating DT. E829. Starboard Side aft, but same was examined & found efficient.

After Plates (EN 8.35) examined, & found satisfactory, but should again be examined at next dry docking.

R. Dunsmuir

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2/2 W494-0084