

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan. 27th. 1938 - When handed in at Local Office Jan. 28th. 1938. Port of Hong Kong

No. in Survey held at Hong Kong Date, First Survey Jan. 10th. Last Survey Jan. 20th. 1938.  
(No. of Visits 5)

Reg. Book. 30263 on the Wood, Iron or Steel "MOORCOT" YEAR. MONTH. 1913 3

TONNAGE:- Built at Newcastle By whom Nthmblnd. S. B. Co.Ld. When 1913 3  
GROSS 6387 Owners McCowen & Gross Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK. 4609 Managers - Port belonging to Glasgow  
NET 4038

Surveyed Afloat or in Dry Dock? Dry Name of Dock Taikoo Destined Voyage Osaka  
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. 2122 Port Hong Kong

*(Periodical Surveys, when held, must be reported in detail and arriation 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 Damage report made

Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Issue of interim certificate for voyage in ballast to Osaka  
for breaking up. (See Report 10 attached)

Upon examination found:-  
Aft hold and tunnel, flooded, engine room tank top fractured and leaking into bilges.  
No. 5 (engine room tank) 4 & 5 double bottom tanks common (Tank ends leaking)  
Bilge and ballast pipes aft choked.  
Three tower anchors and 6 lengths of cable lost.  
Vessel placed on slip bottom & rudder examined.  
Bottom plating in A.B.C.D. strakes Port side from aft to engine room bulkhead set up & floors and frames in way of buckled.  
Bottom plating in A & B strakes Starboard side set up from aft to centre of No. 5 double bottom  
(Continued overleaf)

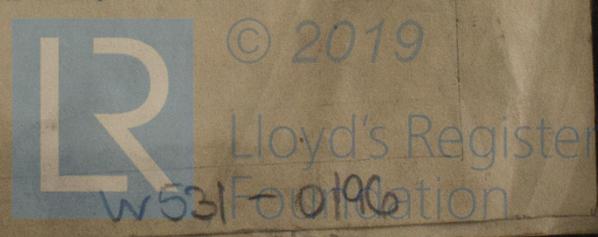
SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month Year.	
Deck	State if Tanks have been examined inside	Air and Sounding Pipes	Boats
Caulking of Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	Masts, Yards, &c.
Coamings	Bulkheads	Engine Room Skylights	Condition, how ascertained (State if wedges removed)
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Sails
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Equipment letter
" " in way of sidelights	Rudder	Scuppers	Anchors, No. of
Breasthooks	Steering gear and its connections	Cargo Hatchways	Chain Locker
Transoms	Windlass	Hatches	Cables (State if nose ranged)
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	" length (on board) mean diam.
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	" Rule length size
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Hawser & Warps
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto	Standing and Running Rigging
Floors		Transoms Pointers, & Crutches ditto	
Keelsons		Timbers of Frame at openings ditto	
Stringers		Ditto Ditto at other places ditto	
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Salting (State if examined.) 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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND21, &c."  
eligible  
This vessel, is, in my opinion, to be continued as classed for the contemplated voyage to Osaka  
in ballast for breaking up.

Survey Fee (per Section 20)	£ - - -	Fees applied for	26/1/1938
Special Damage or Repair Fee (if any) (per Sec. 20)	\$300.00	Received by me.	<u>Chas R Rowcliffe</u>
Travelling Expenses (if chargeable)	\$ 30.00	19	
Telegrams	\$137.00		
Second Surveyor's Fee (if any)			

Committee's Minute  
Character Assigned To be broken up  
Date FRI 25 MAR 1938



Is Certificate required? If so, to be sent to

