

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.
Reg. Book. 30263 on the Wood, Iron or Steel "MOORCOT" (No. of Visits 5)
Built at Newcastle By whom Nthmblnd. S. B. Co. Ltd. When 1913 YEAR. MONTH. 3
TONNAGE: - Owners McCowen & Gross Ltd. Owners' Address Glasgow
GROSS 6387 Underwriters - Port belonging to Glasgow
UNDER DK. 4609 Managers -
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.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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 London

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

Society's Freeboard (if assigned) as painted on Ship and now verified

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 bower 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

Deck	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dble. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Breasthooks	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Transoms	Windlass	Hatches	Chain Locker
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	" length mean diam.
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto	Hawser & Warps
Floors		Transoms Pointers, & Crutches ditto	Standing and Running Rigging
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.)	

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, and the notations of ss No. 1-24 and ptd 21, &c."

This vessel, is, in my opinion, **eligible** to be continued as classed for the contemplated voyage to Osaka in ballast for breaking up.

Survey Fee (per Section 20) 2
Special Damage or Repair Fee (if any) \$300.00.
(per Sec. 20)
Travelling Expenses (if chargeable) \$30.00.
Telegrams \$137.00.
Second Surveyor's Fee (if any) -

Fees applied for.

26/1/1938

Received by me.

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Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI 25 MAR 1938

To be broken up



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Lloyd's Register

W531 Foundation

Four aft keel plates & centre girder in way of buckled.

Tank top in Starboard deep tank leaking and other sundry defects.

To enable the vessel to proceed in ballast to Osaka for breaking up the following repairs were recommended and carried out.

Rudder lifted slack gudgeon bushes made tight.

No.5 tank end in tunnel made tight & tunnel well spaces filled with cement.

Tank end between No.3 & 4 double bottom tank made tight.

Tank tops of No.3,4 & 5 double bottom tanks fitted with water tight patches, tank tops tested and made tight.

Slack rivets & sprung landings of tunnel dealt with and tunnel made tight.

One second hand bower anchor supplied.

Remaining 180 fathoms of chain cable examined repaired and repaired lengths tested.

Windlass opened up and examined, no repairs necessary.

As three bower anchors and 90 fathoms of chain cable (stated to have been lost) of the correct size and weight could not be obtained in the Colony the vessel was allowed to sail with a second hand bower anchor of 40 cwts. attached to 105 fathom of cable and one stream anchor attached to 75 fathom of cable.

N.B. This in my opinion merits the favourable consideration of the Committee.

Interim certificate issued copy of which is attached herewith.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Mechanical Tests

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

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