

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th Oct 21 When handed to at Local Office 10th Oct 21 Port of GlasgowNo. in Survey held at Glasgow Date, First Survey 20th Jan 1921 Last Survey 5th Oct 1921Reg. Book. 28141 on the Wood, Iron or Steel S.S. QUEEN LOUISE Master W. S. B. C.TONNAGE:— Built at Newcastle By whom Northumberland S.B.C. When 1912-14GROSS 4879 Owners The Dunlop S.S. Co. Ltd. Port belonging to GlasgowUNDER DECK 4626 Owners' Address (J. Dunlop & Sons, Mgrs.)NET 3139 (if not already recorded in Appendix to Register Book)Surveyed Afloat or in Dry Dock? Yes Name of Dock Shuldham & Sons Destined Voyage U.S.WB=CellDBorDBa feet: u&B feet: f feet: f Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons: APT tons: MT feet tons.

Last Report, No. 80599 PortCHARACTER. 100 A-1 Machinery and Boiler L.M.C. 4, 20Date of last Survey and of Periodical Surveys. 5, 19 T.S.H. 20 C.L.

S.S. N.P. N° 1-16 F.P. above 150°F. Carrying Oil Fuel in D.B.

Society's Freeboard (if assigned) as painted on Ship and now verified 5 2 1/2 ins.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? Yes Was a damage report made by anyone else? If so, by whom? YesREPAIRS, OR EXAMINATION AS PER RULE, FOR Conversion from Cargo Carrier toCylindrical Oil Tanker, carrying Petroleum in bulk, andSpecial Survey N° 3.Now done:—Conversion:— Two cylindrical oil cargo tanks constructed,

three forward and two aft of Engine & Boiler space, extending from

tank top to Upper Deck, the tween deck in way of same being

removed where required. The cylindrical tanks N° 2+3 are

common to N° 2+3 Double Bottom Tanks, additional manholes

being cut in tank top in way of cylindrical tanks. Cruciform pillar

is fitted at C. Line in each cylindrical tank, from tank top to

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Removed and Fair'd or Repaired ...

Fair'd or Repaired in place ...

PRESENT CONDITION OF THE GoodDecks GoodCaulking of Decks "Waterways "Coamings "Beams & Fastenings "Outside Plating "Caulking of ditto "Rivets "Breasthooks & Crutches "Transoms "Frames "Reverse Frames "Floors "Keelsons "Stringers GoodInner Bottom Plating "State if Tanks have been examined inside YesState if Tanks now tested YesBulkheads GoodCeiling NoneCement or Asphalte GoodRudder "Steering gear and its connections "Windlass "Have Pumps now been examined and found efficient? YesHave Sluice Valves now been examined and found efficient? YesHave Watertight Doors now been examined and found efficient? NoneDblng. Plates under Sounding Pipes GoodEngine Room Skylights "Coal Bunkers, Open'gs, Lids, &c. "Scuppers "Cargo Hatchways NoneHatches "Planking of Wood Vessels "Caulking ditto "Treenails ditto "Breasthooks & Stems ditto "Transoms, Pointers, & Crutches ditto "Timbers of Frames at openings ditto "Ditto ditto at other places ditto "Stringers, Clamps & Shelves ditto "Salting ditto "Copper, or Y.M. of Wood Vessels Yes(State if on Felt.) YesWhen put on, Month YesBoats GoodMasts, Yards, &c. See ReportCondition, how ascertained from aloft(State if wedges reinforced) YesSails See ReportEquipment letter 4Anchors, No. of 3 B. 15. 1 K.Cables (State if now ranged) Yeslength 285 fms size 2 1/8"(on board) 240 size 2 3/16"Rule length 240 size 2 3/16"Hawser & Warps SufficientStanding & Running Rigging Efficient

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 notation 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, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and PTND 15, &c."

All the Requirements of the Society's Rules for Special Survey N° 3. having been complied with, this vessel is now in a good & efficient condition and eligible in our opinion to remain as classed, with fresh record of Survey 10-21 and the notation of S.S. Gls. N° 3 10-21 and to have the notation of "Fitted with cylindrical tanks for carrying

petroleum" in the Register Book. also

Fitted for oil fuel 10-21 F.P. above 150°F.

Received by me, B. J. Gillies

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 OCT 1921Character Assigned 100 A-1

S.S. No. 3 - 10-21

Fitted with cylindrical tanks for carrying petroleum

Fitted for oil fuel 10-21 F.P. above 150°F.

Note W.B.

S. S. Queen Louise

expansion trunk fore & aft centre line bulkhead.

Expansion trunk for Nos 1, 2, 4 & 5 cylindrical tanks, extends from Poop & Forecastle Decks to after and forward end of Bridge Deck and is connected to Decks and Bulkheads.

Expansion trunk for No 3 cylindrical tank is the original No 3 hatchway coamings removed and the opening in Bridge Deck plated over and a cylindrical trunk constructed between Upper and Bridge Decks.

Clasung constructed in expansion trunks at ends of the original hatchways, Nos 1, 2, 4 & 5 forming expansion trunks and dry spaces.

Dry space on aft side of Forecastle Bulkhead has a 4'0" x 3'0" opening with full height storm boards in permanent channels, Port & Starb. side and oiltight hatch over, this space has opening through No 6 Bulkhead to Forecastle Space.

Dry space between Nos 1 & 2 and Nos 4 & 5 expansion trunks and space on fore side of forward bridge bulkhead have access through oil tight plate manholes on top of expansion trunk.

Space on after side of after bridge bulkhead has access through doorway from the original steering engine space, the steering engine has been removed and fitted in new house on

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 30 or 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Tons.			
14205	1st Bower	63	3	0		50	12	0	0	Stockless	Beal & Son, Ltd. Cardiff.	19-1-21
	2nd "											
	3rd "											
	Collector 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 Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
32265	15	2 1/16	86 1/2	120 1/2	36.0.0	35.3.14	15	2 1/16	Stud link	Not mentioned	23-8-21, Grady Heath, S.C. Paul
Iron-Strap Chain - Steel Wire.	120	5"		59			120	5"		R.S. Hawall & Son, Ltd.	

Bridge Deck on aft side of Galley, the steering chains and rods being carried along top of expansion trunk.

Space on fore side of Poop Bulkhead has a 4'0" x 3'0" opening with full height storm boards in permanent channels, Port and Starb. side and opening through Poop Bulkhead, with full height storm boards to Poop Space.

An oiltight floor has been fitted in double bottom dividing the original No 2 O.B. Tank.

P.T.O.

S. S. Queen Louise

(2)

Cofferdam fitted at fore peak & stokehold bulkheads.

Double bottom tanks Nos 1, 2, 3 & 5 are fitted for carrying cargo oil (Nos 2 & 3 Common to Nos 2 & 3 cyl. tanks).

and No 4 and tank under engine & boilers fitted for carrying fuel oil.

Centre division of No 4 O.B. Tank has been made reasonably tight and the original manholes in way of cylindrical tank No 4 have been plated over & riveted, access being from Engine Room.

Oil fuel bunkers forming settling tanks are fitted between fore end of No 4 cylindrical tank and engine room bulkhead to height of Upper Deck, with oil tight hatch on Upper Deck, Port & Starb. side.

The shaft tunnel which is cylindrical, extends from after end of No 5 cylindrical tank to fore end of No 4 cylindrical tank, with cofferdam trunk round shaft, (with oiltight gland at fore & after ends) and connected to the original tunnel recess bulkhead.

An escape trunk is fitted at fore end with W.T. Manhole entrance on escape trunk top. The after end of tunnel is into the After Pump Room with exit to Upper Deck.

The forward pump room is situated between the fore end of No 1 cylindrical tank and fore peak bulkhead.

All double bottom tanks tested under water pressure to top of air pipes which are carried to height of expansion trunks, and the cylindrical tanks and oil fuel bunkers tested by water pressure to a height of 8 feet above top of expansion trunks and deck with satisfactory results.

Summer tanks are situated on Port & Starb. side between Nos 1 & 2 and Nos 4 & 5 cylindrical tanks.

Dry Spaces are situated on Port & Starb. side, between Nos 2 & 3 cylindrical tanks and between No 3 cylindrical tank & stokehold bulkhead. Companion way has been fitted on Poop Hatch to Poop Quarters.

This vessel has been converted to carry petroleum in bulk & fuel oil in accordance with local Secy's letters of various dates and approved plans, 11 in number which are enclosed herewith. The scantlings & arrgts. are in accordance with the plans, the workmanship is good & all the requirements of the rules, including Sections 49 & 68 have been satisfactorily complied with.

S. S. Queen Louise.

general equipment examined (Wedges removed, masts sealed & coated and deck angle fitted).

The steam steering engine and its connections, steering rods, chains, blocks, quadrant, steering gear, windlass, vents, plugs, pumps, air and sounding pipes examined & found or put in good condition.

New freeboard assigned & verified.

Watertight doors dispensed with and openings in bulkheads plated over and made watertight.

Repairs, Wear & Tear.

Rudder rebushed.

Bilge Keel, (Starb. Side, fared in place.

One bilge plate, — " — " — " — " — "

Two bow anchor shackle pins, renewed.

Several studs renewed in chain cables.

Chain Locker, brackets at head of two stiffeners, renewed.

Doubling fitted in way of forward sea cock, port side.

Several Ventilator bowls, repaired

Two Engine Room Vent pipes, cropped & part renewed.

One Engine Room renewed.

Engine Room B. Head, Tween Bk. Wing plate, Starb. Side,
cropped & part renewed.

Doubling plate fitted on No 5 Tank Margin Knuckle. p. Side

Bilge bkt. angle cut off & renewed on $N^{\circ} 5$. D.B. Tank margin
plate, port side ^{originally $N^{\circ} 44$} (See Liverpool Report, N^o 80599)

Number of rivets renewed in floor angle margin.
Connections Port + Starb. Side.

Bunker Slope, 2 Stiffeners renewed, port + starb. side.

Stokehold plates and several angles, renewed.

One bilge bracket angle Connection, Starb. Side, in
Engine room renewed.

Steel Store room in Engine Room, renewed.

Minor deck repairs effected throughout vessel.

Special Reasons list.
and found satisfactory.

Note:- Rigging Report, It is stated that the serving will be done on the voyage, same not affecting the efficiency of the vessel.