

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 30 MAR 1940 Port of LIVERPOOL

No. in Reg. Book 32221 Survey held at Liverpool Date, First Survey 30/12/39 Last Survey 18/3/1940 (No. of Visits 15)

on the Wood, Iron or Steel SCOTTISH MAIDEN

TONNAGE: - Built at Barrow By whom Vickers Ltd When 1921 - 12

GROSS 6993 Owners Tankers Ltd Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 6206 Managers Port belonging to London

NET 4036 Managers Hercules D/O

Surveyed Afloat or in Dry Dock? Both Name of Dock Harrington, Queens Destined Voyage

Cell D Bor D Ba 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)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	+LMC 5,39
5,39	+NE 5,39
SS AMS No 3-5,39	<del>SS 3,39</del>
	TS OG N 5,39
	OIL ENGINES
	Carrying Petroleum in Bulk

N.B.—All alterations in the existing records of tanks should be inserted.

Last Report, No. 3027 Port Hfx

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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) shall 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 relating to this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose and to whom and why they were declined. not required

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 11 ins.

Was a damage report made by anyone else? If so, by whom? Hay & Smart

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Damage stated to have been sustained by:-

- (a) Heavy weather on sundry dates in October & November 1939 whilst on passages between North & South American Ports.
  - (b) Dragging on port anchor in the River Mersey on 28th December 1939.
  - (c) Contact with dock entrance whilst leaving Herculesm D/O Graving Dock Liverpool on 20th January, 1940.
- For further particulars see log books

(see sheet 2)

DESCRIPTION OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								see report
Faired or Repaired in place								
GENERAL CONDITION OF THE VESSEL								
Condition of Decks	good	Bulkheads	see report - good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	When fitted, Month	Year
Condition of Sides	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	good	Boats	good	
Condition of Fastenings	"	Cement or Asphalt	"	Oil Bunkers	part examined good	Masts, Yards, &c.	"	
Condition of Plating	good	Rudder	good	Scuppers	"	Condition, how ascertained	from deck	
Condition of " in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	good	(State if wedges removed)		
Condition of Frames	"	Windlass	"	Hatches	"	Equipment letter	A	
Condition of "inals	part examined good	Have pumps been examined and found efficient?	"	Planking	"	Anchors, No. of	2-1 (see report)	
Condition of "ses	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Cables (State if new ranged)	no	
Condition of Bottom Plating	see report	Have Watertight Doors been examined and found efficient?	"	Treenails	"	" length	see report	
Condition of Tanks been examined internally?	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	" (on board) mean diam.		
Condition of Tanks been tested?	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	"	" Rule length	270 fms size 2 5/16"	
		Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Chain Locker		
				" " at other places	"	Hawsers & Warps	sufficient	
				Stringers, Clamps & Shelves	"	Standing and Running Rigging	good	
				Sanding (State if examined.)	"	Sails		

### 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as now seen is in good and efficient condition and eligible in our opinion to remain as classed with fresh record of survey 3,40, subject to lower anchor of correct size & weight being supplied & to permanent repairs to nos 4 & 5 main sheerstrake plates from aft (ps) being carried out at owners convenience.

Survey Fee (per Section 29)	£			Fees applied for, 30 MAR 1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£	26	5	Received by me, R.B. Shephard & W.A. Robinson
Travelling Expenses (if chargeable)	£	2	2	0
Second Surveyor's Fee (if any)	£			

Committee's Minute

Character Assigned 100A1 Subject. Carrying Petroleum in bulk.



Is Certificate required? If so, to be sent to

Steel &c. SCOTTISH MAIDEN - (sheet 2)

Damage Repairs now done:-

(a) The vessel placed in dry dock, the shell plating & rudder cleaned examined & recoated.

The main cargo & summer tanks, after cofrodam, port oil fuel bunker, & No 1 port diesel oil bunker filled, examined and leakages found, made good as follows:-

About 90 rivets in way of shell plating renewed, at tanks nos 1-7. About 70 rivets in bulge boundary angle to shell (S) at bulkhead between nos 3 & 4 tanks; and about 40 rivets in bulge boundary angle to shell (P.S) at bulkhead between nos 5 & 6 tanks renewed.

No 2 main Tanks; two bracket connecting angles to aft bulkhead renewed & nine removed, cleaned & refitted.

No 3 main Tanks; three bracket connecting angles to forward bulkhead renewed, & five at for'd bld also seven at after bld removed, cleaned & refitted.

No 4 main Tanks; two bracket connecting angles to forward bulkhead renewed & seven removed, cleaned & refitted.

No 5 main Tanks; one bracket connecting angle to after bulkhead renewed & four removed, cleaned & refitted.

No 6 main Tanks; five bracket connecting angle to forward bld removed & refitted; at after bld, nine bracket connecting angles renewed & three removed, cleaned & refitted.

No 7 main Tanks; six bracket connecting angles to forward bld renewed, & seven removed cleaned & refitted.

After Pump Room cement box at boundary bar to No 7 tank removed, several rivets in way renewed.

No 1 Summer Tank (starb); two side transverse connection angles to summer tank deck renewed.

No 2 Summer Tank (starb); about 90 rivets in tank deck boundary bar to shell renewed.

No 4 Summer Tank (port); about 90 rivets in tank deck boundary bar to shell renewed.

No 1 Port Diesel oil bunker; about 120 rivets in shell boundary bar at tank deck caulked up.

A number of minor leakages in shell & O.T. bulkheads made good by renewal of rivets, caulking, injection & electric welding.

On completion of repairs nos 3, 5 & 7 main cargo tanks also No 1 port diesel oil bunker tested by filling with water found in order.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

N.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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



- Steel to SCOTTISH MAIDEN -

(Sheet 3)

Damage Repairs (cont) (a)

A number of fore deck awning stanchions removed, fanned & replaced, also stanchions & rails fanned in place.

Wood deck over chart-house & bridge deck caulked & painted.

Steel platform at fore end of poop in way of gangway released and fanned.

Several sidelight frames in fore & poop removed & fanned & glasses renewed.

Minor deck repairs carried out.

Removals made as necessary for access to above repairs and subsequently replaced.

(b) The port bower anchor & two lengths of chain cable lost. The spare bower anchor has been shackled up to the port cables. Replacement of the lost equipment of anchor & chain cable has not been possible at this time.

Windlass repairs - see Engineers Surveyors Report.

(c) On examination found No 4 plate from aft in main-deck (p.s) badly indented below main deck No 5 plate from aft in this strake slightly set in at after butt.

Permanent repairs to this damage have not been carried out at this time; the riveting & caulking in way have been examined & found efficient meantime. A small surface fracture about 2 ins in length forward of after butt on No 5 main-deck strake butt has been efficiently welded up.

An annual Freeboard Survey has been held at this time, & minor repairs carried out.

With reference to Halifax Report No 3027, further examination & repairs, as detailed above, have now been carried out.