

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 30 MAR 1940 Port of LIVERPOOL

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

32221 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 DECK 6206 Managers Port belonging to London

NET 4036

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.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3027 Port Hfx

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 5,39	+LMC 5,39 +NE 5,39
SS AMS No 3-5,39	SS 3,39 TS OG N 5,39
	OIL ENGINES
	Carrying Petroleum in Bulk
Society's Freeboard (if assigned) as painted on Ship and now verified	5 ft. 11 ins.

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to
plete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and
nt of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)
uld be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be
marised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars
uld be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters
ecting this case.

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

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

IRS, OR EXAMINATION AS PER RULE, FOR

Damage.

Damage stated to have been sustained by:-

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

(see sheet 2)

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

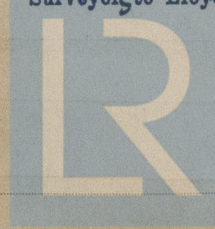
Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	26	5	30 MAR 1940
Travelling Expenses (if chargeable)	£	2	2	0
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

100A1 Subject.
Carrying Petroleum in bulk.

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W81-0012 (113)

- 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 & glazes 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 sheerstrake (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 sheerstrake 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.