

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 2nd June 1939 When handed in at Local Office 1939 Port of Amsterdam  
 No. in Survey held at Amsterdam Date, First Survey 3rd Jan 1938 Last Survey 22nd May 1939  
 Reg. Book. 33331 on the Wood, Iron or Steel M/V. SCOTTISH MAIDEN (No. of Visits 51)

TONNAGE: Built at Barrow By whom Vickers Ltd. When 1921 12  
 GROSS 6993 Owners Tankers Ltd. Owners' Address London  
 UNDER DECK 6206 Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book).  
 NET 4036 Port belonging to London

Surveyed Afloat and in Dry Dock?Name of Dock hed. Dok Nij

Destined Voyage

W/B=Cell DBor DBa 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.Last Report, No. 6020 Port L.A.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100 A1-338		+LMC 3,37
Carrying petroleum in bulk		DBD 3,38
SJBKN-NV-3-37		STS seen 10,37
		PTI seen 2,37

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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. M-1-5-10-38; M-20-12-38; F-10-1-39; S-19-1-39; F-9-5-39; F-10-5-39

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

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?

REPAIRS, OR, EXAMINATION AS PER RULE, FOR Special Survey No 3 and Alterations.

The Vessel has been placed in drydock, bottom cleaned, examined and a number of started shell- and bottom rivets, special in the O.T. transverse bulkhead boundary-bars renewed. The indented poopside plates in way of quarters on S.B. side as mentioned in the S.R. List have been faired in place.

Rudder lifted, bushes of gudgeons renewed and one pintle renewed.

Bottom and rudder now in a good condition and recoated.

All Cargotanks, summertanks, cofferdams, pumprooms, cargo hold, deep tank, bunkers, forepeak tank and afterpeak tank and spaces above same, Eng. Rooms and Donkey Boiler space, Eng. Room D.B. tanks, fore-castle, bridge and poop space cleared and cleaned, Scaled where required. Pining to shell plates and ceiling removed.

SUMMARY 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								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Planking of Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>	Air and Sounding Pipes <u>good</u>	Copper, or Y.M. of Wood Vessels (State if on Felt.) <u>✓</u>
Stowings <u>"</u>	State if Tanks now tested <u>yes</u>	Dblng. Plates under Sounding Pipes <u>"</u>	When put on, Month <u>✓</u> Year <u>✓</u>
Rivets & Fastenings <u>"</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>"</u>	Boats <u>good</u>
Side Plating <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Oil Bunkers <u>good</u>	Condition, how ascertained <u>end</u>
Fasthooks <u>"</u>	Rudder <u>"</u>	Scuppers <u>"</u>	(State if wedges removed) <u>✓</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>✓</u>
Frames <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>A+</u>
Transverse Frames <u>"</u>	Have pumps now been examined and found efficient? <u>yes</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>A+</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>"</u>	Anchors, No. of <u>3 B + 15</u>
Inverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto <u>"</u>	Chain Locker <u>good</u>
Stems <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>"</u>	Cables (State if now ranged) <u>ranged</u>
Bottom Plating <u>"</u>		Transoms Pointers, & Crutches ditto <u>"</u>	" length <u>2 1/2 ft mean diam. 2 5/16</u>
		Timbers of Frame at openings ditto <u>"</u>	" Rule length <u>2 1/2 ft size 2 5/16</u>
		Ditto Ditto at other places ditto <u>"</u>	Hawser & Warps <u>sufficient</u>
		Stringers, Clamps & Shells ditto <u>"</u>	Standing and Running Rigging <u>good</u>
		Salting ditto <u>"</u>	
		(State if examined.) <u>"</u>	

General Observations, Opinion as to Class, Recommendation, &amp;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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

The Vessel is in a good and efficient condition and eligible in my opinion to be continued as classed with fresh record of Survey 5,39 and to have notation of S.S. Pms. No 3-5,39 and is to be expunged from the S.R. List.

Survey Fee (per Section 20) SS No 3 + repairs 450.-  
 Special Damage Report Fee (if any) Alteration 350.-  
 Travelling Expenses (if chargeable) per Sec. 20 30.-  
 Second Surveyor's Fee (if any) 1

Fees applied for,

7-6-1939

Received by me,

C.H. Hearnshaw

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

note N.D.B. 39

Huke &amp; Bost S(N) 5-39

FRI 7 JUL 1939

Without

100 A1 Spl Cond

Carry pet. in bulk

S.S. No 3-5-39 + Lmb. 5-39

+ N.E. 5-39

CERTIFICATE

WRITTEN

Lloyd's Register Foundation

W81-0018(1/2)

Is Certificate required? If so, to be sent to Owners address.



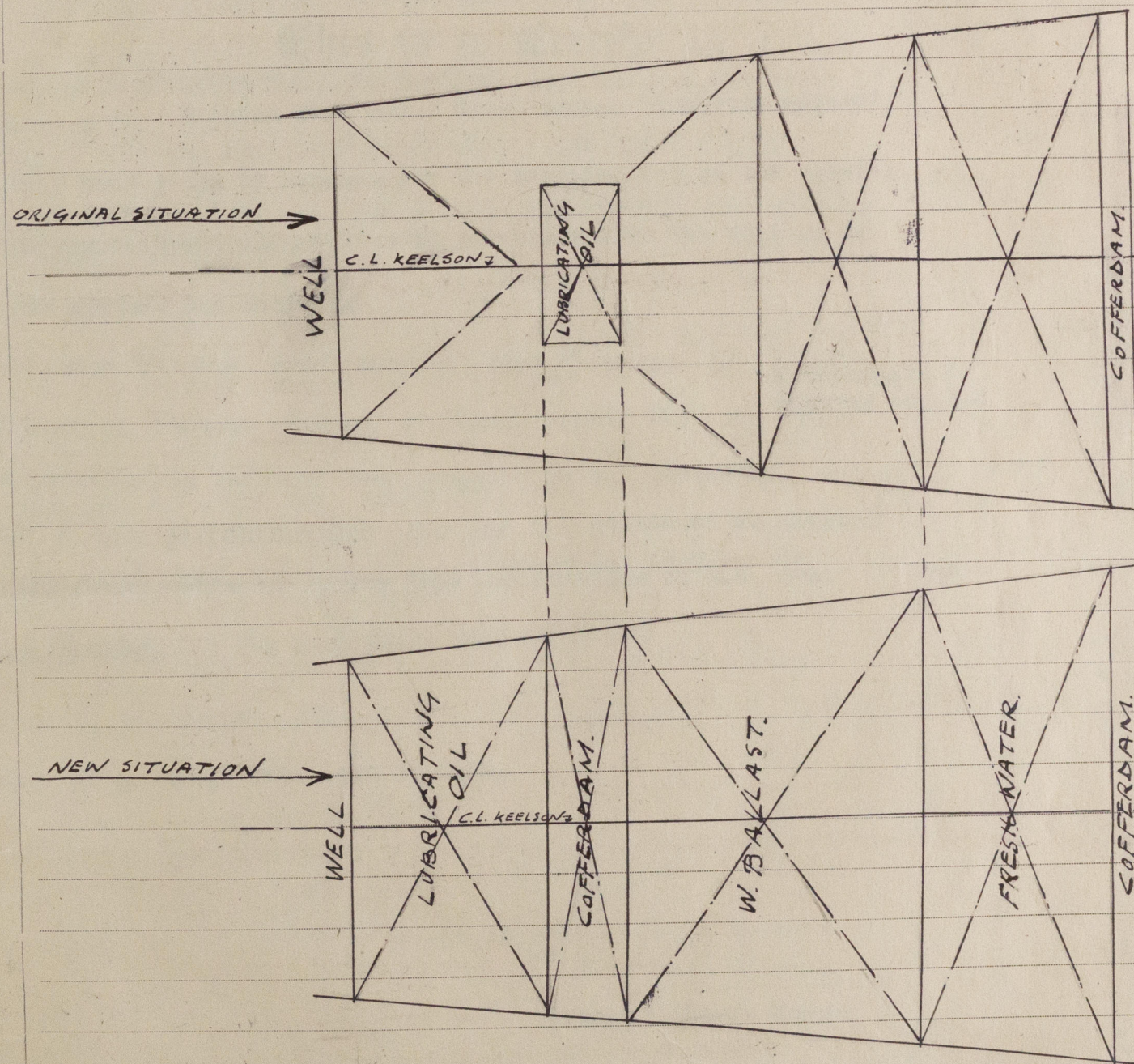
on the

Trunk sides of trunk on No 10 Tank reinforced extra stiffeners and hor. girders.

In connection with the fitting of new main engines and new Donkey-boiler have new seatings in the Eng. Room been fitted and has the platform in the Eng. Room intended for the Donkey Boiler been altered, all in accordance with the approved plans, please see your letters M 14-10-'38 and M 20-12-'38 copies of which are retained in the London Office. The workmanship was found good and the material used in the construction made by the Open Hearth Process and tested by the Society's Surveyors as required.

Upon completion of the work have the Eng. Room D.B. tanks been tested and found tight.

The subdivision of the respective E.R. D.B Tanks has been changed as showed in the sketches here below.



C. H. Meenwise

All Cargotanks, Summertanks, cofferdams, fore-and-aft peak tanks, bunkers, Deep tank and Eng. Room D.B. tanks tested as required and found sound and tight.

Decks examined and found or made in order.

Hatchways, steel covers, locks, etc. examined and found in a good condition.

Masts, rigging and general equipment overhauled, ext. and found good

Windlass overhauled, examined and placed in a good working condition.

Steering engine and its connections, tiller and hand steering gear over hauler, examined and found in order.

Chain cables ranged, shackles unlocked, cables and anchors examined and found good and complete.

Chamlocher cleared and cleaned, examined internally, found in a good condition and recoated.

Pumps, air- and sounding pipes and ventilator coamings overhauled  
examined and found in order.

Freeboard marks verified and found correct.

The following repairs to wear and tear have been carried out:

Efficient doubling plates fitted to F.P. tank bulkhead in way of S/B side & Port side 3rd sidestrings in F.P. tank, bulkhead angle leg of stringers replaced by L-bars.

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

[illegible]

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

[illegible]

The bulkhead angle lugs of the bottom longitudinal in several cargo tanks have been replaced in some cases by  $\perp$  165 x 165 x 16  $\frac{1}{4}$  H., viz.: (Tanks counted from forward:) 5B No 1 Tank: one  $\perp$ -bar, P.S. No 1 Tank 2  $\perp$  bars, 3 angle bars reinforced by elect. welding, P.S. No 4 Tank 8  $\perp$  bars and 2  $\perp$  bars renewed, 5B No 4 Tank: 10  $\perp$  bars, P.S. No 6 Tank and 5B side 3  $\perp$ -bars and in P.S. bunker 3  $\perp$ -bars. A number of slack rivets in the internal structures of all cargo tanks and bunkers have been renewed. After peak tank deck partly renewed, viz. 2 plates and 9 brackets.

Please see also Continuation Sheet.