

REPORT of SURVEY for REPAIRS, &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 Stankers Ltd. Owners' Address London
UNDER DECK 6206 Managers _____ Port belonging to London
NET 4036

Surveyed Afloat and in Dry Dock? Name of Dock Med. Dok. Nij Destined Voyage _____
W/B=Cell DBor DBa feet; uE&B feet; f feet feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Last Report, No. 6020 Port L.A.

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		DB 3,38
SJBKN-N13-337		STS seen 10,37
		PTI seen 2,37

Periodical Surveys, when held, must be reported in detail and seriatim 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, 2, 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.	E. 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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Deck	yes	good	(State if on Felt.)
Plating of Decks	yes	"	When put on, Month Year
Coatings	good	"	Boats
Rivets & Fastenings	"	"	Masts, Yards, &c.
Side Plating	"	"	Condition, how ascertained
" in way of sidelights	"	"	(State if wedges removed)
Basthooks	"	"	Sails
Transoms	"	"	Equipment letter
Frames	"	"	Anchors, No. of
Reverse Frames	"	"	Chain Locker
Longitudinals	"	"	Cables (State if now ranged)
Transverses	"	"	" length (on board) 2 5/16 ft mean diam. 2 5/16
Stirrers	"	"	" Rule length 2 40 ft size 2 5/16
Beams	"	"	Hawser & Warps
Stringers	"	"	Standing and Running Rigging
Inner Bottom Plating	"	"	

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," or "to remain as classed and to have record of survey, 1, 2, 4, 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.-

Alteration Special Damage or Repair Fee (if any) 350.-

Travelling Expenses (if chargeable) 30.-

Second Surveyor's Fee (if any) _____

Committee's Minute 8 FRI 7 JUL 1939

Character Assigned note N.D.B. 39 Without 100 A1 Spl Cond

Marked Bot 5(N) 5-39 S.S. No 3-5-39 + Amb. 5-39 + N.E. 5-39

Fees applied for, 7-6-1939

Received by me, [Signature]

C.H. Merriman
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W81-0018(1/2)

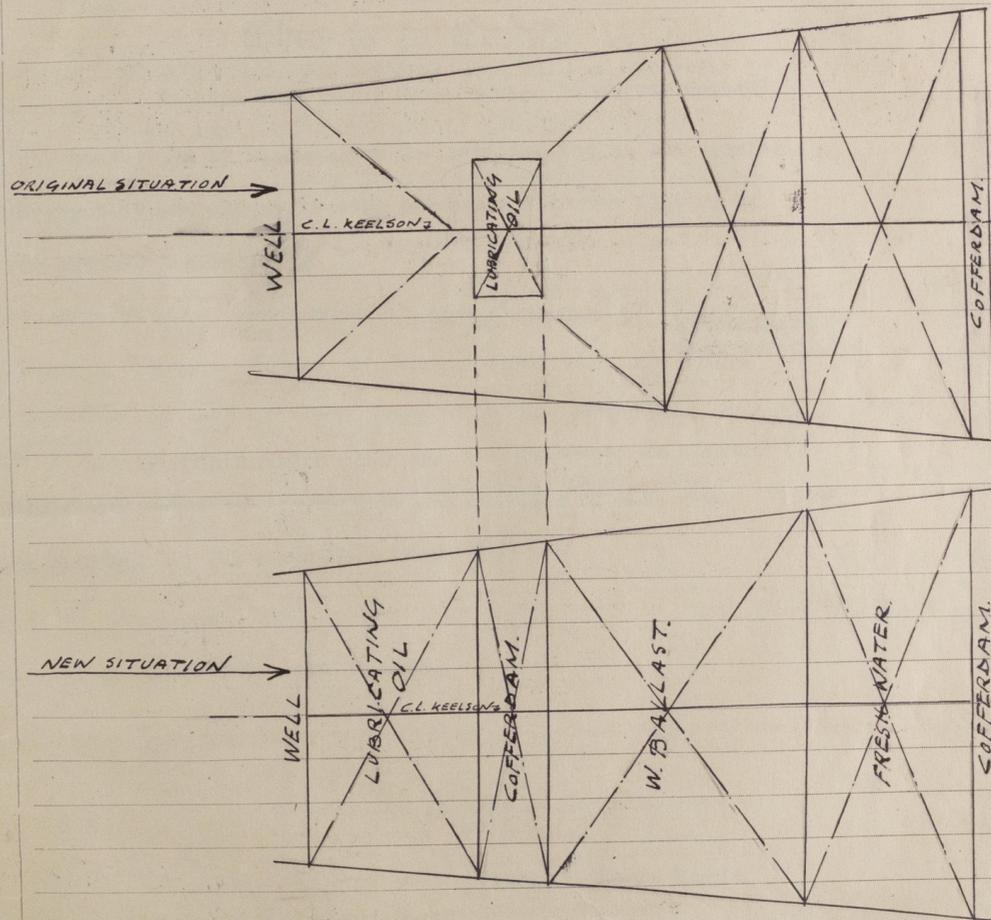
T.S. M.V. "SCOTTISH MAIDEN"
Trunksides of trunk on No 10 Tank reinforced extra stiffeners and hor. girders.

Alterations.

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 shewed in the sketches here below.



C.H. Meuwisse.

Where necessary, examined right fore and aft and shell plating, frames, reversals, frames, floors, brackets, stringers, breasthooks, longitudinals, transverses, keelrons, beams, bulkheads and all other parts found or made in a good condition and coated as required.

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, lids, etc. examined and found in a good condition.

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

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

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

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

Chain locker cleared and cleaned, examined internally, found in a good condition and recreated.

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:

2 Efficient doubting plates fitted to F.P. tank bulkhead in way of 5 B side & Port side 3rd sidestringers 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 :-

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.

The bulkhead angle legs of the bottom longitudinals in several Cargo tanks have been replaced in some cases by L 165 x 165 x 16 1/4, viz.: (Tanks counted from forward:) 5 B No 1 Tank: one L-bar, P.S. No 1 Tank 2 L-bars, 3 angle bars reinforced by elect. welding, P.S. No 4 Tank 8 L-bars and 2 L-bars renewed, 5 B No 4 Tank: 10 L-bars, P.S. No 6 Tank and 5 B side 3 L-bars and in P.S. bunker 3 L-bars. A number of slack rivets in the internal structures of all Cargotanks and bunkers have been renewed. After peak tank deck partly renewed, viz. 2 plates and g brackets.

Please see also Continuation Sheet.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged 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.