

Rpt. 8.

(Received at London Office)

No. 18655.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th Dec. 19 48. When handed in at Local Office 16th Dec. 19 48. Port of MIDDLESBROUGH.
No. in Reg. Book. 59101 Survey held at MIDDLESBROUGH. Date, First Survey 16th Aug. Last Survey 6th Dec. 19 48.
on the Wood, Iron or Steel. S.S. "FITZROY". (No. of Visits 54.)

TONNAGE:—
GROSS 853
UNDER DK. 520
NET 332
Built at Leith By whom H. Robb Ltd. When 1931 MONTH 9
Owners Falkland Islands Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book),
Managers Port belonging to London.
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Smiths. Destined Voyage.
Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT 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. 20790 Port BAs

(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.

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

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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, Lengthening, Conversion to Oil Burning, Damage Repairs, Renewal of Load Line Certificate.

Vessel placed in dry dock, bottom, sternframe and rudder, cleaned, examined and found or placed in good condition and recoated. Cables ranged and together with anchors examined. Holds, 'tween decks, chain locker, machinery spaces, cleaned, ceiling lifted steelwork exposed including plating under sidelights and structure examined. Pipe casings, removed as necessary and replaced. Fore peak tank and fore peak spaces, after peak tank and all double bottom tanks examined internally, tested by water pressure to Rule requirements and found satisfactory. Masts, rigging and general equipment examined and found or placed in good condition. (see rigging report attached)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	7			6				
Removed and Fair'd or Repaired	15			4				
Fair'd or Repaired in place ...	19			13				

ESSENT CONDITION OF THE

Plating of Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Plating of Sides good	Ceiling good	Coal Bunkers, Openings, Covers, &c. good	When fitted, Month Year
Plating of Bottom good	Cement or Asphalt good	Oil Bunkers good	Boats good
Plating of Forepeak good	Rudder good	Scupper good	Masts, Yards, &c. good
Plating of 'Tween Decks good	Steering gear and its connections good	Cargo Hatchways good	Condition, how ascertained (State if wedges removed.)
Plating of Holds good	Windlass good	Hatches good	Equipment letter
Plating of Forepeak Tank good	Have pumps been examined and found efficient? Yes	Planking	Anchors, No. of 3 B 1 S
Plating of Forepeak Spaces good	Have Sluice Valves been examined and found efficient? Yes	Caulking	Cables (State if now ranged)
Plating of Forepeak Tank good	Have Watertight Doors been examined and found efficient? Yes	Treenails	" length 1338-2 mean diam. 1.5/16"
Plating of Forepeak Spaces good	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length 230 size 1.4/16"
Plating of Forepeak Tank good	Air and Sounding Pipes good	Transoms, Pointers & Crutches	Chain Locker good
Plating of Forepeak Spaces good	Doubling Plates under Sounding Pipes good	Timbers of Frame at openings	Hawsers & Warps sufficient
Plating of Forepeak Tank good		" " at other places	Standing and Running Rigging efficient
Plating of Forepeak Spaces good		Stringers, Clamps & Shelves	Sails
Plating of Forepeak Tank good		Salting (State if examined.)	
Plating of Forepeak Spaces good			

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 is now in good and efficient condition and eligible in our opinion to continue as now classed with fresh record of survey Mdb. 11.48, and to have notation of S.S. Mdb. 12.48. Record of fitted to burn oil fuel, F.P. above 150°F to be made in the Register Book.

Survey Fee (per Section 29)	£ 31 : 0 : 0	Fees applied for,	29.12.19.48.
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 20 : 0 : 0	Received by me,	19
Travelling Expenses (if chargeable)	£ 12 : 12 : 0		
Lengthening of Vessel	£ 30 : 0 : 0		
Second Surveyor's Fee (if any)	£ : : :		

Committee's Minute

Character Assigned

11.48 Mdb without spl. cdn.

SS mdb - 12.48 + LMC 12.48

SN 10.48 Fitted for oil fuel 12.48 FP above 150°F.

CERTIFICATE WRITTEN.

"FITZROY" (Hull)

Decks, casings, hatchways, covers, supports, tarpaulins, battening arrangements, ventilators, air pipes, scuppers and discharges, side scuttles, freeing ports examined and found or placed in good condition.

Steering gear (rod and chain) quadrant, tiller, windlass, pumps/air and sounding pipes, examined and found or placed in good condition.

Doubling plates fitted or fitted under sounding pipes.

Lead Line survey carried out, new freeboard assigned and verified and new certificates issued.

Lengthening of Vessel etc.

The vessel lengthened by 20'2" in accordance with approved plans and Secretary's letters with the following modification. No. 2 hatch fitted 20'2" long, the after end being on frame No. 54 instead of No. 51 as shown.

In consequence of the increased length of deck girder between the hatch end and the bulkhead an 8" x .42 Rider plate was fitted to the girder flange. The bulkhead stiffener in way of the bracket at the after end of the girder was reinforced by fitting a 3" x .40 face plate to the flange.

A 5 x 3½ reverse bar was also fitted to No. 51 upper deck beam.

No. 2 hatch fitted with MacGregor patent steel hatch cover constructed in accordance with approved plan.

Conversion to Oil Burning.

The vessel now fitted to burn oil fuel and oil fuel bunkers constructed to carry oil fuel in accordance with approved plans, Secretary's letters and to Rule requirements. (Oil fuel not carried in double bottom tanks).

Wear & Tear.

All the chain cable renewed at this time (for particulars see table).

Top and bottom rudder pintles renewed.

Steering chains removed and spare chains cleaned, annealed and tested and fitted in place.

Shell plate "C" strake No. 10 (Port side), cropped and part renewed at after end on account of wastage.

Welded butt of shell plate "B" strake port side at aft end of fore peak found fractured near top, cut out, rewelded and inside doubling plate fitted.

The reinforcement to the sternframe solepiece (fitted in Montevideo 9.45) extended aft for full length of solepiece.

A number of scrubbed rivets on side shell p & s. renewed.

The boat deck plating between the casings and the waterway angle all renewed and new wood sheathing fitted.

Fidley top plating part renewed.

Fore peak store and chain locker.

Standing flange of 8 frames on starboard side renewed.

2 frames on port side cropped and part renewed and 1 frame renewed.

continued.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective 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 rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
77250	15	1 1/8	31.0	46.5	13-2-15	✓	210	1 7/16	"		LPH. Cradley Heath 22nd Sept. 1948
77251	15	1 1/8	"	"	13-2-15	✓			"		-do- H. Phillips
77252	15	"	"	"	13-2-15	✓			"		-do-
77253	15	"	"	"	13-2-15	✓			"		-do-
77254	15 1/4	"	"	"	13-2-15	✓			"		-do-
77255	15 1/8	"	"	"	13-2-15	✓			"		-do-
77256	15 1/8	"	"	"	13-2-15	✓			"		-do-
77257	15	"	"	"	13-2-15	✓			"		-do-
77258	14 5/8	"	"	"	13-1-24	✓			"		-do-
24022	50	"	"	"	51-1-14	✓			"		LPH. Low Walker. 22.11.48 R. J. Vogan
24037	29 1/2	"	"	"	26-1-14	✓			"		-do-
24039	End Shackle	"	"	"	27	✓			End Shackle for 1.5/16" cable.		-do-

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.

Port of MIDDLESBROUGH.

Continuation of Report No. 18655. dated 15th December, 1948 on the

"FITZROY" (Hull)

4 Stiffeners and brackets on the after bulkhead of the chain locker, renewed.

1 Upper deck beam faired in place.

1 " " " faired and fitted with reverse bar.

Tween deck hatch beams and rests faired.

A number of minor repairs effected.

S.R.L.

All deferred damage repairs have been dealt with at this time.

Shell Repairs.Port.

"A" strake Nos. 2, 3, 4 & 8 faired in place.

"A" " No. 5 removed, faired and refitted.

"B" " Nos. 5 & 6 removed, faired and refitted.

"B" " No. 8 faired in place.

"C" " Nos. 5 & 6 faired in place.

"C" " No. 9 renewed.

"D" " Nos. 7 & 8 removed, faired and refitted.

"E" " Nos. 8 & 9 removed, faired and refitted.

"E" " No. 4 faired in place.

"F" " Nos. 8 & 9 removed, faired and refitted.

"F" " No. 4 faired in place.

Starboard.

"A" strake Nos. 4, 5, & 6 renewed.

"A" " Nos. 7 & 8 faired in place.

"B" " Nos. 4 & 6 removed, faired and refitted.

"B" " No. 5 renewed.

"C" strake Nos. 5, 6, & 8 faired in place.

"E" " Nos. 8 & 9 faired in place.

"F" " Nos. 8 & 9 faired in place.

Keel plate No. 5 renewed.

" " No. 6 removed, faired and refitted.

" " No. 7 cropped and part renewed.

2 " " No. 9 faired in place.

Internal repairs (port side).

Floors, Nos. 31, 33, 34 and 35 cropped and part renewed.

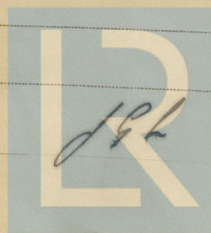
" No. 32 renewed.

(Starboard side)

Floors Nos. 22 - 30 & 37 - 40 faired in place.

" Nos. 31, 32, 33, 34, 35 cropped and part renewed.

continued.



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Port of MIDDLESBROUGH.

Continuation of Report No. 18655.

dated 15th December, 1948. on the

"FITZROY" (Hull).Shell frame No. 29 part cropped, removed, faired.Intercostals (port side)

Inboard, frames 31 - 34 renewed.

Outboard, " 30 - 33 renewed.

Intercostals (starboard side).

Inboard, frames 29 - 37 renewed.

Outboard, frames 30 - 36 renewed.

Repairs to indented counter plating. "G" strake No. 1 port side removed, faired and refitted.

"G" strake No. 2 starboard side removed, faired and refitted.

Centre plate (H. Strake) cropped, part removed, faired and refitted.

4 frames removed, faired and refitted.

2 frames renewed.

1 frame cropped, and part renewed.

Shell hose tested on completion of repairs and found satisfactory.

Double bottom tanks in way of repairs filled, tested and found satisfactory.

All the above are considered efficient permanent repairs and it is submitted that the item, permanent repairs to bottom shell plates p & s in way of feed tank and to indented shell plates p & s.f. be now deleted from the S.R.L.

On account of alterations the vessel was remeasured for tonnage the amended figures being as follows:-

Gross 853.03

Under Deck 520.12

Nett. 391.90

Registered Dimensions. L. 185.95 B. 32.8 D. 11.75

An Echo Sounding Device fitted at this time.

Siemens Bros. Type M.S. XXI.

(Vessel undocked on 25th November, 1948).

JPH



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