

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3RD JUNE 1956 When handed in at Local Office 8<sup>th</sup> JUNE 1956 Port of GREENOCK  
 No. in Reg. Book 04489 Survey held at PORT GLASGOW Date, First Survey 10<sup>th</sup> APRIL 1956 Last Survey 25<sup>th</sup> MAY 1956  
 on the Wood, Iron or Steel S.S. BRORA (No of Visits 10)

TONNAGE :- Built at TROON By whom AILSA S.B. Co., LTD. When 1924 YEAR. MONTH. 4  
 GROSS 1028 Owners W. SLOAN & Co., LTD. Owners' Address \_\_\_\_\_  
 SUMMER DWT. 1270 Managers \_\_\_\_\_  
 NET 404 Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? BOTH Name of Dock PORT GLASGOW DRY DOCK & PORT GLASGOW HARBOUR. Destined Voyage \_\_\_\_\_  
 Cell/D/Bor/DBa \_\_\_\_\_ feet; u/E&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. 84868 Port gls

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>B.S. *</u>	<u>MBS * 6/53.</u>
<u>4/55</u>	<u>B.S. M 4/55 &amp; 1/56.</u>
<u>S.S. GLS. 6/53.</u>	<u>T.S.C.L. 4/55</u>
	<u>S.P.S. 10/54.</u>

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 } 1 ft. 0 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, ANNUAL FREEBOARD SURVEY, ALTERATIONS & OIL FUEL CONVERSION.

DOCKING.  
NOW DONE. hull placed in drydock bottom sides & rudder cleaned, examined and recoated. ship undocked 21st May 1956.  
Weather decks, casings, superstructure bulkheads, hatch coamings & closing appliances, steering gear (main & aux.) examined and found satisfactory. Windlass and general equipment generally examined and found satisfactory.  
Annual Freeboard Survey held & freeboard marks verified.  
Repairs Wear & Tear.  
A number of minor repairs effected.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>good</u>	<u>parts eff.</u>	<u>good</u>	<u>good</u>	<u>good</u>	<u>good</u>	(State if on Felt.)
Decking of Decks	<u>good</u>	Ceiling	<u>✓</u>	Coal Bunkers, Openings, Covers, &c.	<u>good</u>	When fitted, Month	Year
Coamings	<u>good</u>	Cement or Asphalt	<u>✓</u>	Oil Bunkers	<u>good</u>	Boats	<u>✓</u>
Beams & Fastenings	<u>parts eff. good</u>	Rudder	<u>good</u>	Scuppers	<u>good</u>	Masts, Yards, &c.	<u>good</u>
Outside Plating	<u>good</u>	Steering gear and its connections	<u>good</u>	Cargo Hatchways	<u>good</u>	Condition, how ascertained	<u>from decks.</u>
" " in way of sidelights	<u>good</u>	Windlass	<u>good</u>	Hatches	<u>good</u>	(State if wedges removed.)	
Frames	<u>parts eff. good</u>	Have pumps been examined and found efficient?	<u>No.</u>	Planking	<u>good</u>	Equipment letter	<u>CT 1334 C 24</u>
Reverse Frames	<u>✓</u>	Have Sluice Valves been examined and found efficient?	<u>No.</u>	Caulking	<u>good</u>	Anchors, No. of	<u>38-15.</u>
Longitudinals	<u>✓</u>	Have Watertight Doors been examined and found efficient?	<u>No.</u>	Treenails	<u>good</u>	Cables (State if now ranged)	<u>NOT RANGED</u>
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes.</u>	Breasthooks & Stemson	<u>good</u>	" length	<u>STATED</u> mean diam.
Decks	<u>parts eff. good</u>	Air and Sounding Pipes	<u>parts eff. good</u>	Transoms, Pointers & Crutches	<u>good</u>	" Rule length	<u>COMPLETE</u> size
Beams	<u>parts eff. good</u>	Doubling Plates under Sounding Pipes	<u>✓</u>	Timbers of Frame at openings	<u>good</u>	Chain Locker	<u>✓</u>
Stringers	<u>in way of O.F. tanks good</u>			" " at other places	<u>good</u>	Hawsers & Warps	<u>sufficient</u>
Inner Bottom Plating	<u>O.F. TANKS ONLY.</u>			Stringers, Clamps & Shelves	<u>good</u>	Standing and Running Rigging	<u>efficient</u>
Outer Bottom Plating	<u>O.F. TANKS ONLY.</u>			Salting	<u>good</u>	Sails	<u>✓</u>
Have the Tanks been examined internally?	<u>YES</u>			State if examined			
Have the Tanks been tested?	<u>YES</u>						

### 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 an efficient condition and eligible in our opinion to remain as at present classed in the register book with fresh record of drydocking 5/56. Fitted for oil fuel 5/56 flash point above 150°.

Survey Fee (per Section 23)	<u>O.F. CONVERSION</u> £ <u>30</u> : <u>0</u> : <u>0</u>	Fees applied for, <u>11<sup>th</sup> JUNE 1956</u>
Special Damage or Repair Fee (if any) (per Section 23)	£ : :	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£ : :	
Second Surveyor's Fee (if any)	£ : :	

Committee's Minute GLASGOW 19 JUN 1956  
 Character Assigned 5.56 P.G.L.

Lergus L. Pringle Surveyor to Lloyd's Register of Shipping.  
J. Barnett  
Ble 5. 5.56.  
Fitted for oil fuel 5.56 F.P. above 150° F.  
Doukey Bbs. removed from ship  
 002435-002441-0104

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Is Certificate required? if so, to be sent to

**ALTERATIONS.**

Donkey boiler removed & donkey boiler flat renewed at main deck level. Height of donkey boiler casing on engine & boiler casing top above funnel, increased by fitting new casing top & inserting plate at top of sides of casing (donkey boiler). Opening in deck at engine & boiler casing top level in way of donkey boiler casing, plated over & space above dk., now used for calor gas & deck stores. All alterations affecting freeboard, noted on form C11 (cont'd.)

**OIL FUEL CONVERSION.**

The vessel has been converted to burn oil fuel, arrangements being made to carry oil fuel in new oil fuel bunkers constructed in way of the original cross coal bunkers between fms. 60-64 and having settling tanks built at  $\frac{1}{2}$  level with cross bunkers between fms. 60-64. Existing coal bunkers cleaned scaled & examined and new oil fuel bunkers & settling tanks constructed all as per approved plan. Bulkhead on fr. 64 wood lined & suitable air space provided. Scavell bars fitted to tank top as required. Existing floor 59 made oil tight at fore end of Boiler Room. New fore & afters are fitted on 2nd deck forward of new bulk'd, 64 in lieu of beam over fr. 65. 3 shell fms. p & a found thin, cropped and part renewed. 4 bolted access manholes (flush type) 18" x 13" fitted to tank top & existing coal bunker scuttles removed and openings plated over. 5" air pipes fitted to bunkers & settling tanks with wire gauge & canvas covers and section 20 of the rules complied with as far as they are applicable. On completion tanks water tested to rule

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

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

requirements and found efficient.

Length of Oil Fuel Bunkers & settling tanks 8'-0"  
Capacities: Bunkers 83.2 tons. Settling tanks 25.3 tons.

**RECORD FOR REGISTER BOOK (if required.)**

Coal bunkers dispensed with & space arranged to carry oil fuel.  
New Oil Fuel bunkers 8'-0" long Capacity 83.2 tons New O.F. settling tanks (inside bunkers) Capacity 25.3 tons.  
O.F. 5/56.

INTERIM CERTIFICATE issued, copy attached.



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