

Rpt. 8.

(Received at London Office

20 JUN 1956

No. 25656

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3RD JUNE 1956

When handed in at Local Office 8TH JUNE 1956

Port of GREENOCK

No. in
Reg. Book

Survey held at PORT GLASGOW

Date,

First Survey

0TH APRIL 56

Last Survey

25TH MAY 1956

04489

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

MONTH 4

GROSS 1028

SUMMER DWT. 1270

NET 404

Owners

W. SLOAN & Co, LTD.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

PORT GLASGOW DRY DOCK &

Port belonging to GLASGOW

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock

PORT GLASGOW HARBOUR

Destined Voyage

Cell DBor DBa

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. 84868 Port gls

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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? if so, by whom?

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.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors.

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :-

PRESENT CONDITION OF THE

Decks

good

Caulking of Decks

good

Coamings

good

Beams & Fastenings

parts eff. good

Outside Plating

good

" " in way of sidelights

good

Frames

parts eff. good

Reverse Frames

good

Longitudinals

good

Transverses

good

Doors

parts eff. good

Belsons

parts eff. good

Riggers

good

Inner Bottom Plating

good

Have the Tanks been examined internally? YES

Have the Tanks been tested? YES

Bulkheads

Ceiling

Cement or Asphalt

Rudder

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?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

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

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length STATED mean diamr.

(on board.)

" Rule length COMPLETE size

Chain Locker

Hawsers & Warps

Standing and Running Rigging

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 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)

O.F. CONVERSION 30 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any)

(per Section 23)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Received by me,

19

Committee's Minute

Character Assigned

5.56 P.G.L.

Ingus L. Pringle

J. Barnett

Surveyor to Lloyd's Register of Shipping.

GLASGOW 19 JUN 1956

Ble 5. 5.56

Fitted for oil fuel 5.56 F.P. above 150°F.

Doukey Bbs. removed from ship

002435-002441-0104

Is Certificate required? if so, to be sent to

ALTERATIONS.
Donkey boiler removed & donkey boiler flat renewed at main deck level.

ALTERATIONS.

Donkey boiler removed & donkey boiler flat renewed at main deck level.
Height of donkey boiler casing on Engine & boiler casing top abaft 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 frs. 60-64 and having settling tanks built at $\frac{1}{2}$ level with cross bunkers between frs. 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. Sawcell bars fitted to tank top as required. Existing floor 59 made oil tight at fwd end of Boiler Room. New fore & afters are fitted on 2nd deck forward of new bulk'd, 64 in lieu of beam one fr. 65. 3 shell frs., p & o 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.

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.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES.

[illegible]

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 (4 required.)

Boat bunkers dispensed with a 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.