

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 9th NOVEMBER 1955 When handed in at Local Office... 10th NOVEMBER 1955 Port of Greenock
 No. in Survey held at Port Glasgow Date, First Survey 19.9.55 Last Survey 20.10.1955
 Reg. Book. 04250 on the Wood, Iron or Steel Ing "BRIGADIER" (No. of Visits...)

Tonnage: Built at Sunderland By whom J. Brown Sons, Ltd When 11 Month 1942
 GROSS 268 Owners Steel & Bernie, Ltd. Owners' Address 1
 UNDER DK. 2 Managers 1 Port belonging to Glasgow
 NET 1 Managers 1 Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? Both Name of Dock Lanark Harbour Destined Voyage 1
 Cell/D/Bor/D/Boa... feet; uE & B... feet; f... feet
 total capacity... tons. FPT... tons; APT... tons; MT... feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.
 Machinery and Boiler Surveys (Including date of N.B., if any).
B.S.* for Training Services. 3.55 MBS # 1.52
S.S. HV. 1.52 BS 3.55
0.9. 3.55 St. P.S. 1.52

Last Report, No. 25384 Port Glasgow
 (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 Yes.
 Society's Freeboard (if assigned) as painted on Ship and now verified } 1/2 ft. 3/4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, Special Survey, Conversion to oil fuel and Damage.
SPECIAL SURVEY.

How Done :- Vessel placed in drydock, bottom and tudder cleaned, examined and recoated; internal structure sealed as necessary, and after examination, recoated. The fore peak tank, aft peak tank, and feed tanks, cleaned and examined internally, and subsequently water tested to rule requirements; (cross bunkers and side pocket bunkers converted to O.F. bunkers at this time).
 Machinery spaces cleaned and examined; deck plating, deck houses, fiddle and fiddle tops, casings, coamings, accomd. spaces, and spaces under accomd., air pipes,

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	+ 2 part ✓	✓			6			P.T.O.
Removed and Fair'd or Repaired	✓	23			✓			per rept.
Fair'd or Repaired in place ...	1	2			✓			

PRESENT CONDITION OF THE	Good.	Good.	Good.	Good.
Decks	Good.	Bulkheads	Good.	Engine Room Skylights
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.
Coamings	"	Cement or Asphalt	"	Oil Bunkers
Beams & Fastenings	"	Rudder	"	Scuppers
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways
" " in way of sidelights	"	Windlass	"	Hatches
Frames	"	Have pumps been examined and found efficient?	Yes	Planking
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking
Longitudinals	"	Have Watertight Doors been examined and found efficient?	✓	Treenails
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson
Floors	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Brutches
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings
Stringers	"			" " at other places
Inner Bottom Plating	"			Stringers, Clamps & Shelves
Have the Tanks been examined internally?	"			Salting
Have the Tanks been tested?	"			State if examined.

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."
All the Rule requirements for Special Survey having now been carried out, this vessel is in good condition and eligible in my opinion to remain as now classed, with docking date 10.55, and the notations ss. P. Gb. 10.55, and "Fitted for oil fuel 10.55, flash point above 150° F"

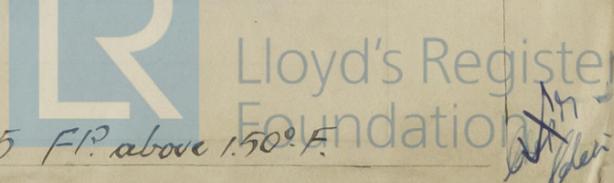
Survey Fee (per Section 29)	Special Damage or Repair Fee (if any) (per Sec. 29)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Committee's Minute	Character Assigned
£ 17	£ 8	£ 2	£ 20	£ 4	10.55 P. Gb.
0 unspecified	2 Contact SANONIA	2 Contact WARDEN	0 F. Com	4 late fee	

Surveyor to Lloyd's Register of Shipping.
John Barnett
 Fitted for oil fuel 10.55 FP above 150° F

If so, is the Report sent now, or when will it be sent?

Certificate required? If so, to be sent to

002522-002528-0194 1/2



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sounding pipes, striking plates, scuppers, closing appliances, anchors and cables ranged and examined, masts and rigging, winches, steering gear and its connections, steering chains, quadrant etc all examined, also shell plating in way of sidelights, skylights, ventilator coamings and general equipment; (Rpt. 14 Masts, Spars Rigging report herewith) After coupling up, rudder put hand over to hand over, and bilge suction tested, and chain locker examined internally. Foreboard as marked on Ships side verified, and renewal foreboard survey carried out.

Oil Fuel Conversion:- The vessel has been converted at this time from coal burning to oil fuel, arrangements being made to carry oil fuel in the original Cross Coal bunker, frames 23-33. Existing coal bunkers cleaned and scaled, reverse bars fitted to bulkheads stiffeners, and to tunnel side plating. Rivets and seams of existing bulkheads and tunnel sides built up with E. welding as required. Coal bunker hatch opening in casing top now plated over, and access manholes arranged for, the whole conversion being carried out as per approved plan.

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.			
	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. Fathoms.	Diam. Ins.	Stato-tory. Tons.	Breaking. Tons.	Supplied.		Per Rule.		Length. Fathoms.	Diam. Ins.				
					Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.						

(dated 4.8.1955) or equivalent.

On completion the new O.F. bunkers were water tested and examined to Rule requirements and found satisfactory. Air pipes fitted with gauge wire and canvas covers, and over-alls fitted on T.T.P.

Length of O.F. Bunkers 17'-6"; (frames 23-33)

Capacity 77.3 tons at .95; 79.7 tons at .98;

DAMAGES

Damage ① Cause and date Unspecified. (Plates numbers from fwd.)
Found Now Done (all on starboard side).
"F" strake Nos. 4, 5, 6, and 7 plates found buckled and now renewed.
"F" No. 3 plate found buckled at after end, and now cropped and part renewed.
"E" strake No. 4 plates at in end now cropped part renewed.
"C" No. 5 set in locally and now faired in place.
23 shell frames in way of above damage found buckled and now renewed, faired and refitted; also 2 shell frames in Engine Room faired in place.
6 cabin beams in way of bunker casing top buckled and now renewed. On completion of repair shell hose tested.

Damage ② Stated to be due to contact with Naval Jug "SAMSONIA" at Rosneath on 13.8.55.

Found Now Done: No. 6 Bulwark plate from fwd. port side, buckled and now faired in place.
Main rail bar in way found buckled and now removed, faired and refitted.
1 Bulwark stanchion buckled and now removed, faired refitted.

Damage ③ Stated to be due to contact with Naval Jug "WARDEN" at Rosneath on 13.8.55.

Found Now Done:- No. 5 Bulwark plate from fwd buckled locally and now cropped, removed, faired replaced. p.s.
No. 6 Bulwark plate from fwd. buckled and now removed, faired and replaced.
4 Bulwark stanchions found buckled and now removed, faired and refitted.
Main rail removed, faired replaced (approx 21/2).

Modifications to Cross Bunker hatchway noted and recorded on Rpt. C.11 (Contd) a copy of which was placed on board.

Vessel undocked 20.11.1955.