

26 JAN 1950

No. 74986

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report... 19... When handed in at Local Office... 24/1/1950 Port of GLASGOW.

No. in Reg. Book. Survey held at GLASGOW. Date, First Survey 22-11-49 Last Survey 30-12-1949 (No. of Visits... 10...)

05750 on the ~~Woolf & Co. Steel~~ "CIAN MACBRAYNE"

TONNAGE: GROSS 7173.29 UNDER DK. 6735 NET 4238.52 Built at PORTLAND, MC. By whom TODD-BATH IRON S.B. Corp. When 1942 MONTH 10. Owners THE CIAN LINE STEAMERS, Ltd. Owners' Address (If not already recorded in Appendix to Register Book) Managers CAYZER, IRVINE &amp; CO. LTD. Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? Both Name of Dock Queens Dock, Govan Drydock. Destined Voyage

Cell D Bor D Ba feet; uE &amp; B. feet; f. feet } Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

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. 3990. Port PS

(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 } 10 ft. 6½ ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, DOCKING AND CONVERSION TO OIL FUEL BURNING.

Damage stated sustained when entering Govan Drydock on 29th November, 1949.

Found:—Shell plate No. 3, from forward in 2nd strake below sheer (S.S.) indented between frames.

Now Done: Rivetting etc. in way overhauled and on completion hose tested and found satisfactory.

It is submitted the above shell plate be noted as an endorsement (B) to be dealt with at the Owners' convenience.

NOW DONE: Vessel placed in drydock, bottom and rudder cleaned, examined, now satisfactory and recoated.

Decks, casings, holds and tween decks, hatchways, ventilators, etc. generally examined and found satisfactory.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. 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	Good	Bulkheads Good in spaces examd	Engine Room Skylights Good	Copper, or Y.M. (State if on Exam.)
Decks Good	Good	Ceiling Good in spaces examd	Coal Bunkers, Openings, Covers, &c. Good	When fitted, Month Year
Caulking of Decks Good	Good	Cement or Asphalt Not examined	Oil Bunkers - -	Boats Not examined
Coamings Good	Good in spaces examd.	Rudder Good	Scuppers Not examined	Masts, Yards, &c. Good
Beams & Fastenings efficient	not examd.	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained from decks (State if wedges removed.)
Outside Plating in way of sidelights examd.	Good in spaces examd.	Windlass Good	Hatches Good	Equipment letter a
Frames Good in spaces examd.	Not examined	Have pumps been examined and found efficient? Not examined	Planking	Anchors, No. of 3 B 1 S
Reverse Frames Not examined	- -	Have Sluice Valves been examined and found efficient? Not examined	Caulking	Cables (State if now ranged) Yes
Longitudinals - -	Not examined	Have Watertight Doors been examined and found efficient? Not examined	Treenails	" length 270 mean diam. (on board) 2 8/16
Transverses - -	- do -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	Chain Locker not examined
Floors Not examined	- do -	Air and Sounding Pipes Good in spaces examd	Transoms, Pointers & Crutches	Hawsers & Warps Good
Keelsons - do -	Good in spaces examd.	Doubling Plates under Sounding Pipes Not examd.	Timbers of Frame at openings	Standing and Running Rigging Good
Stringers - do -	See Rpt.		" " at other places	Sails - -
Inner Bottom Plating Good in spaces examd.			Stringers, Clamps & Shelves	
Have the Tanks been examined internally No.			Saltine (State if examined.)	
Have the Tanks been tested? See Rpt.				

## General Observations, Opinion as to Class, Recommendation, &amp;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 my opinion, to remain as at present classed in the Register Book with fresh record of Docking 12,49 and to have endorsement (B) that indented shell plates (P & S) be dealt with at the Owner's convenience.

Survey Fee (per Section 29) £ 35 : - : -  
O.F. Conversion £ 5 : 5 : -  
Special Damage or Repair Fee (if any) (per Sec. 29)  
Travelling Expenses (if chargeable)  
Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Notation in R.B.: Fitted for Oil Fuel 12,49; F.P. above 150°F.

Certificate required? If so, to be sent to



"CLAN MACBRAYNE"

Now done (contd.) - Anchors and chain cables ranged and examined.

REPAIRS: A number of rivets on shell plating forward built up with E.W. and nosing plate on rudder renewed.

34 Hatch Covers renewed.

Upon examination in drydock, slight indentations noted on bottom shell plating and as a precaution, stiffeners have been fitted in Nos. 3 and 4 D.B. Tanks, as per Circular No. 1888.

FREEBOARD: An Annual Freeboard Survey carried out at this time and certificate endorsed.

EQUIPMENT: Three Lengths of chain cable now supplied, for particulars of marks please see below.

CONVERSION TO OIL BURNING:

Nos. 1, 2, 3, 4, 7, and 8 double bottom tanks are now utilised for the carriage of Oil Fuel. Air pipes from tanks have been fitted with gauges. A cofferdam has been erected in the double bottom at the after end of Engine Room and at the forward end of Boiler Room Double Bottom Tanks and fitted with air, sounding and suction pipes.

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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
x 79402	15	2 5/16	96 1/2	134 3/4	41 2 20		25 1/16		Stud Link	N. Hingley & Sons, Ltd.	L.P.H. C.H. 10.6.49.
x 79397	15	2 5/16	96 1/2	134 3/4	41 3 20		25 1/16		-do-	-do-	-do-
x Cable referred to herein is in two parts, viz. 10 & 5 fathoms.											
79830	15	2 5/16	96 1/2	134 3/4	40 0 24				Stud Link	N. Hingley & Sons, Ltd.	L.P.H. C.H. 17.8.49.
Iron Stream Chain or Steel Wire											

On completion of alterations Nos. 1, 2, 3, 4, 7 and 8 double bottom tanks and cofferdams tested under pressure and found satisfactory.

A screen bulkhead has been erected in tween deck bunker (s.s.) on frame 99 for a settling tank compartment.

Settling Tanks fitted (separate units - not part of ships' structure).

The existing tween deck bunker (p.s.) has been maintained.

/ contd.

Rpt. 9a.

Port of GLASGOW.

Continuation of Report No. 74986 dated

on the

"CLAN MACBRAYNE"

Notation in Register Book: Fitted for Oil Fuel 12.49; F.P. above 150°F.

NOTE: Vessel undocked 2.12.49.

Special Reasons List:

Cargo battens have now been fitted and 45 fathoms of chain cable now supplied.

These items should be deleted from S.R.L.

Indented shell plates (P. & S.) examined and continue efficient.

It is submitted indented plates be noted as an endorsement (B) to be dealt with at the Owners' convenience.

Shell plate in way of No. 5 Cargo Hold (S.S.) examined, hose tested and found efficient at this time.

It is submitted that this item may now be deleted from the S.R.L.