

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st May 55 When handed in at Local Office 21st May 55 Port of Manchester  
 No. in Reg. Book 50553 Survey held at Manchester Date, First Survey 7th May 55 Last Survey 14th May 1955  
 on the Wood, Iron or Steel SS. "AKTI HILL" (No. of Vists 7)

Built at Sorel P.Q. By whom Maine Industries Ltd. When 1944 MONTH 6  
 Owners North Sota Maine Enterprise Co Ltd Owners' Address (if not already recorded in Appendix to Register Book)  
 Managers Quintess Ship Management Co Ltd Port belonging to London  
 surveyed Afloat or in Dry Dock? Drydock Name of Dock Nº1 Drydock, MSC Destined Voyage \_\_\_\_\_  
 Cell D Bor D Ba \_\_\_\_\_ 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. 39281 Port Rot.

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).
<u>BS*</u>	<u>MBS* 12.52</u>
<u>with freeboard 0.54</u>	<u>Blr S. 5.54</u>
<u>Steel Welded</u>	<u>Sps 6.50</u>
<u>SP. LON 11.53</u>	<u>P.O.L. 10.53</u>
<u>Letter for Lieut. 8.50</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. Yes  
 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? Not Required

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE & Docking  
Damage stated to have been caused when vessel experienced heavy weather from 18th Decr 1954 until arrival in Manchester  
Sound Rudder. Steadment Bearing.  
Steadment Bearing found slack and lines missing  
Now Done. Steadment Bearing unslipped, cleaned, checked, and bronze lines fitted and made strong had over to had over and was satisfactory. Rudder shell plates removed for access replaced on completion.  
One Lead Bulkhead found leaking into No. 1 Hold at mid height of Bulkhead.  
Now Done:— Small fracture found on bulkhead plating, local doubler fitted 12" broad between stiffers and welded. On completion of repair, Leake's Tank tested to Rule requirements and

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

Decks <u>Good</u>	Bulkheads <u>Good in spaces &amp; amid</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Feet) _____
Caulking of Decks <u>4</u>	Ceiling _____	Coal Bunkers, Openings, Covers, &c. <u>not examined</u>	When fitted, Month _____ Year _____
Coamings <u>Good in spaces &amp; amid</u>	Cement or Asphalt <u>Good</u>	Oil Bunkers <u>not examined</u>	Boats <u>Good</u>
Beams & Fastenings <u>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 Deck</u>
" " in way of sidelights <u>not examd.</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	(State if wedges removed)
Frames <u>Good in spaces &amp; amid</u>	Have pumps been examined and found efficient? <u>not examined</u>	Planking _____	Equipment letter <u>C 37 5 33</u>
Reverse Frames <u>Good</u>	Have Sluice Valves been examined and found efficient? <u>not examined</u>	Caulking _____	Anchors, No. of <u>38 x 15</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>not examined</u>	Treenails _____	Cables (State if now ranged) <u>Yes</u>
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	Breasthooks & Stemson _____	" length <u>270</u> mean diam <u>2 3/8</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>not examd.</u>	Transoms, Pointers & Crutches _____	" Rule length <u>270</u> size <u>2 3/8</u>
Keelsons <u>Good</u>	Doubling Plates under Sounding Pipes <u>not examd.</u>	Timbers of Frame at openings _____	Chain Locker <u>Good</u>
Stringers <u>Good</u>		" " at other places _____	Hawsers & Warps <u>Good</u>
Inner Bottom Plating <u>Good</u>		Stringers, Clamps & Shelves _____	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally? <u>not examd.</u>		Salting _____	Sails <u>Good</u>
Have the Tanks been tested? <u>not examd.</u>		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."  
This vessel is eligible in my opinion, to remain as classed, with fresh record of Survey 5/55  
at B Endorsement as previous

Survey Fee (per Section 23) <u>See details overleaf</u>	£	Fees applied for, <u>26-5-1955</u>
Special Damage or Repair Fee (if any) <u>REPAIR WEAR &amp; TEAR</u>	£ 5 : 5 : 0	Received by me, <u>Jas. B. Struthers</u>
Travelling Expenses (if chargeable)	£ 3 : 0 : 0	19
Second Surveyor's Fee (if any) <u>Sunday Attendance</u>	£ 5 : 5 : 0	
Committee's Minute <u>8/5/55</u>		

Character Assigned 255 nch subject (h)  
(delete endorsement)  
without spl cdn (m)  
Blr S. 5.55  
 TUESDAY 31 MAY 1955  
 Surveyor to Lloyd's Register of Shipping.  
 Initialed by Mr. R.M. Struthers on 5.7.55

1955

Received SHIP

RECEIVED

22

Ans'd...

All com...

Refer

Cl

MADE AND PRINTED BY THE SURVEYORS AT LONDON

003023-003028-0105 1/2  
 Certificate required? If so, to be sent to

Alti Hill

repairs found satisfactory.

Deep Tank Starboard leaking into No 7 Oil Fuel Tank.

New Case:- Starboard Deep Tank examined intensively and small fracture found at base of Bulkhead Stiffener angle bracket to Tank Top (After Bulkhead) at the 4th and 6th Bracket from Tunnel Side. Angle brackets to all Stiffs cropped and doubles approx 9" broad x 50 lbs welded to Tank Top and Stiffs welded to doubler. Fracture welded and Tank tested on completion, now satisfactory.



No 2 O.B. Tank Top:- Previous panel plate repair - welding fractured. Fractured welding cut out and rewelded and doubler fitted over, Tank tested now satisfactory.

New Case for Docking:- Vessel placed in Drydock, Bottom and Rudder cleaned examined found in good condition, recoated. (Vessel undocked 14th May 1955)

Anchor, Cable, Chain Locker examined and all found satisfactory.

Deck Casings, Hatch, Coaming Ventilators generally examined and found satisfactory.

No 2 Hold & Tween Decks generally examined and found satisfactory.

Steering Gear, Windlass General equipment generally examined and found satisfactory.

Repair Rudder and Gear:- In view of the general condition of the Rudder, the Board decided to renew same at this time. New Rudder Pieces of the two pin type, tested under

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.	Diam.	Statu-ory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.							
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.			

working condition and found satisfactory. Rudder Markings as follows:-

Lloyd's O. - 3696.

No 3.

Ph. 494-495 22/2/55.

A few minor defects on steel plating made good by caulking.

Special Reasons List:- Subject to No 3. Hatchway coaming at junction with Gally sides (repaired Rotterdam 3/55) being specially examined

Alti Hill

On Vessels return to United Kingdom or Continental Port from present voyage.

I have examined and found satisfactory.

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

Endorsement of Class B.

Minor corrugations unfair.

It was noted on examination in Drydock that several of the corrugations appeared to have increased. Measurements taken and comparisons made with the original corrugations noted. A plan is attached, giving the measurements as found at this time for your information.

Damage account details:-

Heavy Weather from 18th Dec 1954. :-

Rudder Steadment £2-2-0  
 Loss Rear Bulkhead }  
 Deep Tank leakage } £3-3-0  
 No 2 O.B. Tank leakage } £5-5-0

Rudder Repair wear & tear. £3-0-0

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.

If Stockless, state Measurement Trade.

