

RECEIVED

16 JUN 1947

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No. 71780

Rpt. 2.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9 6 47 When handed in at Local Office 9 6 47 Port of GLASGOW.

No. in Survey held at ARDROSSAN Date, First Survey 13th March Last Survey 13th May 1947
Reg. Book. (No. of Visits) Thirteen88302 on the ~~Wood, Iron or Steel~~ "NARVA" (Ex "EMPIRE CONFERENCE")

TONNAGE:— Built at GAVLE By whom GÄVLE VRVS & VERKSTADS NYA A/B. When 1943

GROSS 1991 Owners SCOTTISH NAVIGATION CO. LTD. Owners' Address (If not already recorded in Appendix to Register Book).

UNDER DK. 1467 Managers GLEN & CO. LTD. Port belonging to GLASGOW.

NET 1076

Surveyed Afloat or in Dry Dock? Afloat and Name of Dock Ardrossan Dockyard. Destined Voyage

Cold Bor DBa feet; uE & B. feet; f. feet

total capacity tons. FPT tons; APT tons; MT 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. Port

Particular 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 - not required. Was a damage report made by anyone else? if so, by whom? M.O.T.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY AND DAMAGE.

The damage stated to have been caused by grounding on entering Noorsundett on 29th and 30th December, 1946.

Now Done: The vessel placed in drydock, shell plating and rudder cleaned, examined and coated.

The shell plating, deck plating and W.T. bulkheads drilled.

Plating below sidelights examined. Anchors and chain cables ranged, examined and checked with test certificates.

The decks, casings, tween decks, engine and boiler spaces, coal bunkers, chain locker, hatchways, ventilators, closing appliances, air and sounding pipes, striking plates, masts,



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Lloyd's Register
Foundation

"NARVA"

Now Done (contd.)

Rivets in shell plating landings removed and the rivets and countersinking of holes found satisfactory.

The Nos. 1 to 6 D.B. tanks (P. & S.) and peaks examined internally and tested, ceiling lifted as necessary. Renewal Freeboard Survey carried out and freeboard marks P. & S. verified.

Damage Repairs effected.

Shell Plating (plates number from aft).

Keel No.2 faired in place.

Port Side: 'A' strake No.3 cropped and part renewed, 'B' strake Nos. 3 and 4 cropped and part renewed. 'B' strake No.7 faired in place. 'C' strake No.4 cropped and part renewed. 'C' strake Nos. 6 and 7 faired in place. 18 floors welding cut away from shell, floors faired and 5 x 3 x 3/8 angle frames riveted through shell and floors.

Starboard Side: 'A' strake Nos. 2 and 3 cropped and part renewed. 'B' strake No.3 cropped and part renewed, remaining portion faired in place. 10 floors, welding cut away from shell, floors faired and 5 x 3 x 3/8 angle frames riveted through shell and floors.

16 intercostal plates lower portion cropped and angle connections fitted, riveted through shell and floors.

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.
		Tons.	Cwts.	qrs.	Tons.	Cwts.	qrs.	Tons.	Cwts.	qrs.	Tons.	Cwts.	qrs.			
29943	1st Bower	33	3	14				31	10	2	14	28	-	Stockless	-	Low Walker 21.1.47. R.J. Vogen.
	2nd "															
	3rd "															
	Collection 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.	When and where tested and Superintendent.
	Length.	Diam.	Static.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	Fathoms.	Ins.			
44257	14.56	1 1/2	59	82 1/2	26	2 11	-	1 1/2	(Stud	-	Cardiff 10.4.47. R.J. Vogen.
20588	15	"	"	"	25	2 7	-	"	(Link	-	Low Walker 30.4.47. P. Boston.
	Iron Stream Chain or Steel Wire										

Wear and Tear Repairs, etc. effected.

No.2 D.B. Tank sounding pipe part renewed.

Corners of steel hatch covers welded where split.

Hold ceiling and limbers repaired as necessary.

2 doubling plates welded over leaks in tank top plating.

2 additional 2 1/2" dia. air pipes fitted to

30 fathoms 1.13/16" dia. cable, Certificate No. 44257 and 20588 and 1 bower anchor, certificate No. 29943, supplied.

Port of GLASGOW.

Continuation of Report No. 71780 dated 9.6.47

on the

"NARVA"

Wear and Tear Repairs, etc. effected. (contd.)

Part wood and part steel divisional bulkhead fitted in after hold (all as per plan herewith).

Steel watertight tunnel fitted from stokehold bulkhead to bunker bulkhead with W.T. door on stokehold bulkhead (all as per plan herewith.).

Bottom shell plating in No.5 D.B. tank (below boilers) covered with 1 1/2" solid cement.

D.B. Tanks and peaks cement washed throughout.

1.5.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is signed by Copying Press, especial 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.