

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2-12-48 19 When handed in at Local Office 19 Port of YOKOHAMA

No. in Reg. Book. Survey held at Kobe Date, First Survey 23-11-48 Last Survey 2-12-48 19
58552 on the Wood, Iron or Steel M.V. "ETTRICKBANK" (No. of Visits 7)TONNAGE:— Built at Sunderland By whom Wm Doxford & Sons Ltd When 1937 MONTH. 11
GROSS 5138 Owners Inver Transport & Trading Co, Ltd Owners' Address
UNDER DK. 4697 Managers A. Weirs & Coy (if not already recorded in Appendix to Register Book).
NET 3040 Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? BOTH Name of Dock Yokohama D.D. Kobe & Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & 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. 8706 Port Bal

(Periodical Surveys, when held, must be reported in detail and seriatim 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 XX

Society's Freeboard (if assigned) as painted on Ship and now verified ft.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking

Now Done Vessel placed in drydock, bottom and rudder cleaned examined and recoated; decks, casings, ventilators and coamings and general equipment examined and found or placed in good order. Upper part of rudder plating, port and starboard sides, found cracked at several places and evidence of previous repairs to this area, the location of cracks of general history of former repairs made it necessary to remove upper sections of rudder plating for examination of top rudder arm.

Rudder arm examined and found in order; additional stiffening fitted between rudder plating from top rudder arm to top of rudder frame; plating in way renewed for entire width & 6 feet from top. Locking pintle slack & taper scored, pintle now renewed; all rudder pintle bushes and one standard pintle renewed. Streamline plating and wood filling pieces between gudgeons renewed. 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 Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	GOOD	Bulkheads	X	Engine Room Skylights	GOOD	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	"	Ceiling	X	Coal Bunkers, Openings, Covers, &c.	X	When fitted, Month	Year
Coamings	"	Cement or Asphalt	X	Oil Bunkers	X	Boats	GOOD
Beams & Fastenings	"	Rudder	AS STATED	Scuppers	GOOD	Masts, Yards, &c.	GOOD
Outside Plating	"	Steering gear and its connections	GOOD	Cargo Hatchways	"	Condition, how ascertained	FROM DECK
" in way of sidelights	X	Windlass	"	Hatches	"	(State if wedges removed.)	
Frames	X	Have pumps been examined and found efficient?	X	Planking		Equipment letter	a
Reverse Frames	X	Have Sluice Valves been examined and found efficient?	X	Caulking		Anchors, No. of	2B 1s
Longitudinals	X	Have Watertight Doors been examined and found efficient?	X	Treenails		Cables (State if now ranged)	NO
Transverses	X	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length (on board)	mean diamr. X
Floors	X	Air and Sounding Pipes	X	Transoms, Pointers & Crutches		" Rule length	X size X
Keelsons	X	Doubling Plates under Sounding Pipes	X	Timbers of Frame at openings		Chain Locker	X
Stringers	X			" at other places		Hawser & Warps	complete
Inner Bottom Plating	X			Stringers, Clamps & Shelves		Standing and Running Rigging	
Have the Tanks been examined internally?	NO			Salting	(State if examined.)	Sails	
Have the Tanks been tested?	NO						

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 in efficient condition and eligible in our opinion to remain as now classed and to have fresh record of dry docking 11-48, subject to any outstanding items of survey as previously recommended.

Survey Fee (per Section 29) £ 10 - 0 - 0

Special Damage or Repair Fee (if any) (per Sec. 29) £ 15 - 0 - 0

Travelling Expenses (if chargeable) £ - - -

Second Surveyor's Fee (if any) (INCLUDED) £ 12 - 10 - 0

Fees applied for,

19

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 1 FEB 1949

Character Assigned

11.48 Kob. subject

Ack yka.

003467-003473-0081



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ugh to the other side.

WRITE ACROSS THIS MARGIN

ANCHORS.

and

ockless, state Mechanical Test.

THE SURVEYORS ARE RE

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

CHAIN CABLES.

When and where tested and
Superintendent.

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Lloyd's Register
Foundation