

24 DEC 1948

Report No.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT HULL, &c.

No. in Reg. Book Gross Tons 190 Port LONDON

SS/SM "COVERACK" N.N. River Witham 14th December, 1948

Special T.P.E. 4 Survey held* On slipway and afloat Ramsgate Harbour.

Owners Phillips Skinner & Co., Ramsgate... Port of Registry London

Built by J. Oelkers When 1922

Classed Last Survey Intended Voyage

Special Survey, No. Due

* Insert name of Dry Dock; or where, if afloat

This Ship was visited on the 12th May, 1948 and subsequently in connection with the above survey. The following items were examined and recommendations made:-

ITEM

RECOMMENDATION

Shell

Shell plating externally, stem bar and stern frame in good order except stem bar set over slightly to starboard in way of main sheer. Keel strake in good order.

Shell plating to be drilled for thickness. (Carried out)

Starboard side forward.

A, B, C, D & E Strakes $\frac{3}{8}$ " ✓

Portside forward

A, B, C, D & E Strakes $\frac{3}{8}$ " ✓

Starboard side amidships

A - $\frac{5}{16}$ ", B - $\frac{5}{16}$ ", C - $\frac{11}{32}$ ",
D - $\frac{5}{16}$ ", E - (Main sheer) $\frac{3}{8}$ " ✓

Portside amidships

A - $\frac{5}{16}$ " ✓, B - $\frac{1}{4}$ " full ✓, C - $\frac{5}{16}$ " ✓,
D - $\frac{5}{16}$ " ✓, E - (Main sheer) $\frac{3}{8}$ " ✓

Port & Starboard sides aft

All strakes $\frac{11}{32}$ " to $\frac{5}{16}$ " ✓

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First Visit 12.5.48 Last Visit 9.8.48 Ship then in good Condition

No. of Visits 4 as far as seen

Fees £

Advised

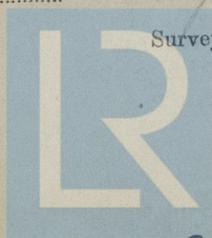
Expenses

Paid

£

J. Sedgwick
Surveyor to the British Corporation Register of Shipping and Aircraft

..... Chief Surveyor



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indicate, clearly, repairs actually carried out and distinguish between those consequent upon damage and those due to wear and tear. All work in connection with special survey must be detailed in the same order as in the rules. State clearly for all surveys, if cables are ranged, masts and spars examined, or tanks tested &c. State if a report on the machinery accompanies this report. YES. If not give reasons.

ITEM

RECOMMENDATION

Decks

Main deck plating examined and found to be in good order.

To be drilled for thickness. (Carried out) Centre strake 5/16", stringer plating 5/8".

Fore peak tank

Frames, inner shell, beams tank top and wash plate in good order. An additional ballast tank has been constructed abaft the collision bulkhead in No. 1 hold with a capacity of approx. 14 tons. Solid ballast dispensed with.

Fore peak tank and ballast tank to be filled and tested.

After peak tank

Frames, inner shell, beams, bulkhead and tanks top in good order.

After peak tank to be filled and tested.

Main hold

Open bilge - All internal steel work in very good order including inner shell and frames, centre and side keelsons, side stringers and floors. The whole of the wood ceiling was lifted for access at this time and renewed.

Nil.

Engine room

Internal steel work in good order generally also under machinery seatings where available for inspection.

Nil.

Rudder

In good order except rivet points on arms wasted slightly and pintles worn.

Rudder arms to be reriveted. Locking pintle to be renewed. Lower pintles and bushes to be renewed. (Carried out)

Equipment

Anchors and cables ranged in dock bottom and found in good order.

Chain locker to be cleaned out and painted. (Carried out)

No certificates are available, present equipment comprises 1 bower anchor, 9 cwt. 2 grs. 14 lbs. - 1 bower anchor 7 cwt., 1 gr. - 1 spare anchor 5 cwts. 135 fathoms of 1" stud link cable.

Steering gear

Hand gear through rod and gear wheels from bridge to rudder. In good order.

Nil.



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"COVERACK"

<u>ITEM</u>	<u>RECOMMENDATION</u>
<u>Masts & rigging</u>	
Steel foremast, rigging and steel tabernacle in good order.	Nil.

The requirements for Annual Survey for International Loadline were carried out and new Certificates issued.

All steelwork externally and internally was scaled, wire brushed and painted at this time.

The following recommendations are to be carried out to complete the Special Survey.

1. Fore peak to be tested.
 2. Ballast tank in No. 1 hold to be tested.
 3. After peak to be tested.
 4. Hand pump to be tested.
 5. Pumping arrangements to all compartments to be tested.
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In view of the condition of this ship as ascertained during the foregoing survey, it is recommended that a new Certificate is issued, valid for the full term, and that the above detailed items receive attention at the first convenient opportunity.

J. L. Sedgwick



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