

Rpt. 8.

(Received at London Office

13 NOV 1948)

No. 23384

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5. 11. 19 48. When handed in at Local Office 11. 11. 19 48. Port of GRIMSBY.

No. in Survey held at GRIMSBY. Date, First Survey 24.8.48. Last Survey 3. 11. 19 48
Reg. Book. on the ~~ROSE JULIE M~~ Steel M.V. "ROSE JULIE M" (No. of Visits 25)

73272 TONNAGE: Built at Hessle By whom Henry Scarr, Ltd. When 1941 8

GROSS 402 Owners Metcalf Motor Coasters, Ltd. Owners' Address -
UNDER DK 298 (If not already recorded in Appendix to Register Book)

NET 183 on Slipway Manager T. J. Metcalf. Port belonging to London.

Surveyed Afloat or ~~on Dry Dock~~ Both. Name of Dock Doig's Slipway & Destined Voyage -
ellD BordBa feet; uE & B feet; feetal capacity tons. FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted
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.

ast Report, No. 22170 Port Lsh

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.

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 1 ft. - ins.

Was a damage report made by anyone else? if so, by whom? No.

PAIRS, OR EXAMINATION AS PER RULE, FOR PERIODICAL SPECIAL SURVEY, DAMAGE REPAIRS (S.R.L.), RENEWAL LOAD
DAMAGE REPAIRS (S.R.L.) LINE.

Now Done: Vessel placed on slipway, shell plating, sternframe and rudder (lifted), cleaned, examined, and the following damage repairs effected:-

Keel (All plates numbered from aft).

"K" 2 & 9 renewed; "K" 3 & 4 off, faired and refitted.

Shell (Starboard): "A" 3 & 4 off, faired and refitted; "A" 8 faired in place.

"B" 5 cropped & part renewed; "B" 8 off, faired & refitted; "B" 4, 5, 6 faired in place.

"C" 3 & 6 renewed; "C" 5 off, faired & refitted; "C" 7, 8 & 9 faired in place. (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 ...	7, 1pt.	4 pt.	-	-	-	-	-	1 Bulwark plate renewed.
Removed and Faired or Repaired	18	-	-	-	-	-	-	8 " " off, faired & refitted.
Faired or Repaired in place	36	79	7	-	-	-	-	7 Bulwark plates faired in place, etc, etc.

SENT CONDITION OF THE

ss	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	-
king of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
gings	"	Cement XXXXXX	"	Oil Bunkers	Good.	When fitted, Month	Year -
ns & Fastenings	"	Rudder	"	Seuppers	"	Boats	Good.
ide Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained Examination.	none
nes	"	Have pumps been examined and found efficient? Yes.		Planking		(State if wedges removed.)	f. none
urse Frames	"	Have Sluice Valves been examined and found efficient? -		Caulking		Equipment letter	f. none
itudinals	-	Have Watertight Doors been examined and found efficient? -		Treenails		Anchors, No. of	2B. 1S.
verses	-	Have Ventilators and their Coamings been examined and found efficient? Yes.		Breasthooks & Stemson		Cables (State if now ranged)	Yes.
rs	Good.	Have Watertight Doors been examined and found efficient? -		Transoms, Pointers & Crutches		" length 165 fm mean diam 31/32"	✓
sons	"	Have Ventilators and their Coamings been examined and found efficient? Yes.		Timbers of Frame at openings		" Rule length 165 fm size 1"	✓
gers	"	the Tanks been examined internally? Yes.		" " at other places		Chain Locker	Good.
Bottom Plating	"	the Tanks been tested? Yes.		Stringers, Clamps & Shelves		Hawsers & Warps	"
		Air and Sounding Pipes	Good.	Sanding		Standing XXXXXX Rigging	"
		Doubling Plates under Sounding Pipes	"	State if examined.		Sails	-

neral 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 and to have record of Docking Survey 10,48, and the notation of s.s.Gms. 11,48, subject to set up bottom and indented poop side plating etc. (p.& s.), being dealt with at first opportunity convenient to Owners.

Survey Fee (per Section 29)	17	Fees applied for,	11.11.1948.
Alterations	10 10	Received by me,	
Special Damage XX Repair Fee (if any)	21		
(per Sec. 29)			
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

Committee's Minute

WED. 8 DEC 1948

Character Assigned

10,48 Gms subject

SS Gms - 11,48

+ LMC CS 10,48 without spl. chr.

10,48

Amend RB

5.9.48

CERTIFICATE WRITTEN

004042-004048-0189 1/3

M.V. "ROSE-JULIE M"

ALTERATIONS.

Double bottom ballast tank (capacity 60 tons) constructed between frames 47 - 71 (42'0"), in accordance with approved drawing; air and sounding pipes with striking plates below fitted and tank satisfactorily tested to Rule requirements.

2½" Wood ceiling laid on tank top plating.

No.2 cargo hatchway coomings increased 18" in height in accordance with approved drawing, and hatch beams, carrier angles and rest bars etc. raised to suit.

SPECIAL SURVEY.

Now Done: Vessel placed on slipway, shell plating, sternframe and rudder (lifted), cleaned, examined, placed in an efficient condition and recoated. Shell plating in way of sidelights examined. It was not considered necessary to drill the shell plating. Vessel last seen on slipway 3/11/48.

The holds, tween decks, chain locker and machinery space cleared, examined;

wood ceiling, lining and cement removed as required by the Rules. The plating and framing examined, found or placed in good order and recoated.

Fore peak tank, after peak tank, oil fuel bunkers, and new double bottom
ed internally, placed in good order and satisfactorily tested to Rule
S.

The decks, deckhouses, machinery casings, hatchways and closing appliances, ventilators and covers, anchors and cables (ranged), equipment, masts, spars and rigging (report attached), windlass and steering gear, scuppers, storm valves, air and sounding pipes with striking plates below, all examined and found or placed in good order.

Freeboard marks verified and Load Line Renewal Survey carried out, please see reports.

SHELL PLATING (S.R.L.).

The set up bottom plating (frs.29-69) including centre and side keelsons (all ceiling removed) was specially examined and found efficient.

The Owners' Representative did not wish at this time to carry out the extensive work involved in fairing the bottom, and proposed same be dealt with at first opportunity convenient to Owners.

The Poop side plating and framing was noted to be indented in several places in way of the accommodation, and the Owners' Representative proposed that this also be dealt with at first opportunity convenient to Owners.

In my opinion, the Owners' proposal merits favourable consideration, as the efficiency of the vessel is not affected.

S.R.L.: The after keel plate, No.2 keel plate from forward, set down deck plating, indented plating etc. (p.& s.), set up Nos.2 & 3 keel plates from aft, indented fore side plating etc. (s.s.) (Gms.Rpt.No.21919), and Rudder pintle, have all been dealt with and it is recommended these items be deleted from S.R.L. (See Continuation Sheet No.4)

10m, 4.39. (MADE AND PRINTED IN ENGLAND) deleted from S.B.I.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

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																

[*] Please state name of Patent

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

CHAIN CABLES.

[illegible]

Deck.

10m,4,39. (MADE AND PRINTED IN ENGLAND)

(See Continuation Sheet No.4

Deck gunwale angle part cropped, renewed or heated and faired in place as required.

Other minor repairs effected.

Other minor repairs effected.

Shell and deck plating hosed and/ or flood tested on completion of repairs and found tight.

(See Continuation Sheet No.3).

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M.V. "ROSE-JULIE M."

NOTE: The inner surface of the bottom plating in hold and machinery spaces (not covered with cement), have been thoroughly cleaned, scaled, examined, found good and recoated with "Bitulac".

Rubbing Strips: 10" x 1" riveted and welded to the shell side plating have been fitted on "D" strake (p. & s.).

WEAR AND TEAR REPAIRS.

Rudder pintle built up with electric welding and machined, new liner and bush fitted, and rudder coupling bolts all renewed.

Numerous defective rivets in shell plating removed and renewed.

Numerous defective rivets in beams and stringers in fore peak tank renewed.

Rod and chain steering gear opened up and overhauled as required.

19 Hatch covers, 7 cleats and 2 tarpaulins renewed.

Other minor repairs effected.

REPORTED LEAKAGE.

After entering service leakage was reported in way of the sheerstrake overlap butt port side forward. Vessel slipped and this defect made good.

R. S. Piddington