

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 6/2/1948 When handed in at Local Office... 7/2/1948 Port of... GREENOCK.
 No. in Survey held at... Victoria Harbour... Date, First Survey... 29/10/47 Last Survey... 5/2/1948
 Reg. Book... on the Wood, Iron or Steel... Sc. Steamer "TEMPLE ARCH"
 (No. of Visits... 97)

Built at... Port-Glasgow By whom... Lithgows Limited. When... 1940 MONTH... 1
 Owners... Temple S.S. Co., Ltd. Owners' Address...
 Managers... Lambert Brothers. Port belonging to... LONDON.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Rps. Lamont & Co. Destined Voyage...
 Cell/D/Bor/D/Ba... feet; u/E & B... feet; f... feet
 total capacity... tons. FPT... tons; APT... tons; MT... feet... tons.

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):
 +100A.1. with Freeboard 5.46
 +IMC 3.46
 CL 4.46
 Examined 1.45.

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. 72483 Port... GLS

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 Supt. Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 2 1/2 ins.
 Not required Was a damage report made by anyone else? if so, by whom? J. B. Cousin.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, conversion to Oil Fuel Burning, Special Survey, and S.R. List Items. Damage stated to have been caused through (1) heavy weather in December 1943, whilst on a voyage from Liverpool to Avonmouth. (2) enemy action at Archangel in 1942. (3) Collision with quay wall at Canada Dock, Liverpool, on 29th June 1946. (4) Striking quay wall at Roath Dock, Cardiff on 27th April 1946. (5) stevedore damage at Leith in June 1942. (For further particulars please see log books).

DAMAGE REPAIRS. (Plate Nos. from Aft.)
 (1) Steering gear house - 2 deck house side plates and 2 angle stiffeners (starboard side) faired in place.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	2 Pt.							Steering gear house side plates repaired.
Removed and Faired or Repaired	3	4						see also List.
Faired or Repaired in place ...	4	4						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good		good		good		(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal-Bunker Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or ASPHALT (see Rpt)	"	Oil Bunkers	"	Boats	good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating (above W.L.)	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	By exam
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	at
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	
Reverse Frames	-	Have Sticve Valves been examined and found efficient?	None	Caulking		Anchors, No. of	3B & 1S
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	No
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length Stated mean diam.	
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" Rule length Complete	
Keelsons	u	Have the Tanks been examined internally?	Yes	Timbers of Frame at openings		Chain Locker	-
Stringers	good	Have the Tanks been tested?	See Rpt. Yes	" " at other places		Hawsers & Warps	good
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves		Standing and Running Rigging	"
Have the Tanks been examined internally?	Yes			Sailing		Sails	
Have the Tanks been tested?	See Rpt. Yes			(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 in a good and efficient condition and worthy in my opinion to remain as classed with fresh record of docking survey 2.48 and notation S.S. Grk. 2.48 (Notation in Register Book "Fitted for oil fuel 2.48 F.P. above 150°F.")

Survey Fee (per Section 29)	Special Damage or Repair Fee (if any) (per Sec. 29)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Committee's Minute	Fees applied for
49	0	0	0	0	254 FEB 10 48
5	5	0	0	0	Received by me,
10	10	0	0	0	19
10	10	0	0	0	
5	5	0	0	0	
5	5	0	0	0	

Character Assigned... 1.48 Gls (on Gls. 72483) - 1 IMC 2.48 without oil fuel
 S.S. Grk. 2.48 Fitted for oil fuel 2.48 F.P. above 150°F.

Sup

1/10/48

MADE AND PRINTED IN ENGLAND.

is Certificate required? If so, to be sent to

7/9/48-254400-254400

Greenock

GLASGOW 2 MAR 1948
 CERTIFICATE WRITTEN
 Lloyd's Register Foundation

Sc. Steamer "TEMPLE ARCH".

DAMAGE REPAIRS.

(2) Several sharp indents on port side shell plating were repaired by cutting out the effected plating and fitting E.W. spigot patches, also several minor indents to shell plating on port and starboard sides were faired in place.

~~In the Hold No. 1~~ (3) Port side in way of No. 1 Hold - shell plate G.16 removed, faired and refitted and plates H.15 and 16 and F.16 faired in place.

~~In the Hold No. 5~~ (4) Port side in way of No. 5 Hold - shell plates G.4 and 5 were cropped and part renewed, H.4 plate removed, faired and refitted, and F.4 plate faired in place. 1 frame faired in place.

(5) Starboard side No. 2 Hold - a sharp indent on tank top plate was ~~was~~ cut out and an E.W. spigot patch fitted.

On completion, the repairs were hose tested and No. 2 Double Bottom Tank tested and found satisfactory.

CONVERSION TO OIL FUEL BURNING.

The original coal bunker spaces extending from frames 85 to 89 were converted to oil fuel bunker spaces, also the double bottom tanks Nos. 2, 3 and 6 have now been fitted for the carriage of oil fuel F.P. above 150°F. No. 89 bulkhead was made into an intact O.T. Bulkhead by plating in the centre portion and forming 3 oil fuel settling tanks. The transverse bulkheads at frames 85 and 89 and wing bulkheads between these frames were reinforced by E.W. seams and butts of plating and toes of boundary bars with additional stiffening and girders as per approved plans.

The existing cross bunker space was converted to a deep tank and extends from frames 89 to 95; the structure being reinforced by the fitting of girders and additional stiffening with a washplate bulkhead at centre line as per approved plans.

Coal hatch openings at Second Deck were plated over in way of the new oil tanks and deep tank, and O.T. and W.T. hatches with new 12 x 3½ x .45" B.A. deck beams and intercostal girders formed of flat bars fitted as per approved plan.

The seams ~~and butts~~ of the tank top plating in way of Nos. 2, 3, and 4 holds and oil fuel bunker spaces were reinforced by E.W. and Nos. 68 and 82 D.B. floors were made into W.T. divisions, thus forming cofferdams at fore end of No. 4 tanks and after end of No. 5 tank. The cofferdams were fitted with O.T. manhole covers and coamings.

All cement in Nos. 2, 3, and 6 D.B. tanks was removed and tanks washed down and bitumastic removed from tank top in boiler space.

Wood ceiling on battens fitted to tank top in Nos. 2, 3, and 4 holds and close wood lining fitted to O.T. Transverse Bulkhead at frame 89.

Piping systems including air, sounding and fitting arrangements modified in accordance with approved plans. Wire gauze fitted to air pipes from O.F. spaces.

Gutterways draining to the bilges were fitted in way of all O.T.

bulkheads.

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Conversion to Oil Fuel Burning.

Heating coils fitted to Nos. 2, 3, and 6 Double Bottom Tanks and O.F. settling tanks and Sections 20 and 34 of the Rules (1946-7) complied with so far as applicable.

Seats for the oil fuel units were fitted in the engine room, consisting of riveted plates and angles E.W. to tank top.

On completion Nos. 2, 3, and 6 Double Bottom Tanks, cofferdams, O.F. settling tanks and deep tank were tested and found satisfactory.

Removals made as necessary and afterwards refitted.

It is recommended that the vessel have the notation "Fitted for Oil Fuel 2.48 F.P. above 150°F."

Capacity of deep tank is 656 tons salt water in ballast.

Ash shoot removed and opening in shell and deck plated over.

Coal hatch on casing top removed and opening plated over.

Modification

Deck house erected at after end of Boat Deck - strongly constructed of riveted steel plates and angles. *Equipment removal not affected.*

SPECIAL SURVEY.

Note - (During the Survey the vessel was taken to Glasgow for dry docking and some underwater damage repairs. - Please see Glasgow Report No. 72483.)

Holds, peaks, tween deck spaces, machinery spaces, including under boilers cleaned and examined.

Wood linings and ceiling and casings of soil, scupper, air and sounding pipes removed as necessary and all steelwork (including plating under sidelights) examined.

Double bottom tanks, deep tank, fore and after peak tanks tested and examined internally. Doubling plates or equivalent found under all sounding pipes.

Decks, including wood decks, casings, hatches, vents, and closing appliances masts and rigging (see attached report) boats, windlass, steering gear and leads (telemotor) and auxiliary steering gear, hand pump, W.T. door and deck equipment examined. *It was not considered necessary to drill the steel plating. Oil tankers fitted as indicated in hold. Defaulter's, cleats & batten examined.*

Renewal Load Line Survey held, freeboard verified and new certificate issued.

WEAR AND TEAR REPAIRS.

Bulkhead wing plate (port side Nos 1/2 holds) buckled was cropped and renewed, faired and refitted.

70 wood hatch covers and several hatch batten bars renewed.

A large number of bilge, ballast, air, sounding, and filling pipes to the various tanks and holds were renewed.

Wood deck renewed on Flying Bridge.

Rigging repairs effected - see attached report.

Vent plugs and canvas renewed as necessary.

Side scuttles overhauled and glasses renewed where necessary.

All holds and tween deck spaces scaled and ~~riveted~~ ^{re-riveted}.

3 strakes of shell plating (wind and water) scaled and coated.

A number of minor repairs were also effected.

Bilge and ballast lines tried under working conditions and found satisfactory.

Report C.11 (contd.) issued - copy placed on board.

S.S. Steamer "TEMPLE ARCH".

WEAR AND TEAR REPAIRS.

Cargo battens to holds and tween deck spaces were renewed complete.

An Interim Certificate was issued - copy attached herewith.

S.R. LIST ITEMS.

The items indented keel, bottom and side shell plating, ^{etc} ~~holds~~ (P & S) and set in plating and stiffeners of steering house (S.S) and holds, cargo and bunker tween deck spaces to be recoated have been satisfactorily dealt with and the Special Survey completed as stated in this report and Glasgow Report No. 72483 and it is recommended that these items may now be deleted from the S.R. List.

gld



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