

Rpt. 8.

(Received at London Office

17 APR 1948

No. 72683

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th Mar. 1948 When handed in at Local Office 5.4.1948 Port of GLASGOW.
No. in Survey held at GLASGOW. Date, First Survey 11th Nov. 47 Last Survey 9th March, 1948
Reg. Book. 28989 on the Wood-Iron or Steel S.S. "MARWARRI" (No. of Visits. Forty-two)

TONNAGE:— Built at PORT GLASGOW. By whom WM. HAMILTON & CO. LTD. When 1935. MONTH 7
GROSS 80687 Owners THOS. & JNO BROCKIE BANK LTD. Owners' Address —
(If not already recorded in Appendix to Register Book).
UNDER DK. 7290 Managers — Port belonging to LIVERPOOL.
NET 4816

Surveyed Afloat or in Dry Dock? BOTH Name of Dock NO. 3 GOVAN DRY DOCK. Destined Voyage

Cell DBor DBa. feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT. feet 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. 13115. Port Cal.

(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 Yes-not desired

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 3 1/4 ins.

Was a damage report made by anyone else? if so, by whom? D. McGuffie for Underwriters.

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

OIL FUEL

DAMAGE: (1) Stated to have been sustained through vessel striking the dock wall whilst entering dry dock at Newport, Mon., on 1st February, 1941 (Please See Newport Rpt. No. 24476)

DAMAGE REPAIRS: Shell - Port side - Numbers from forward;

Shell plate "G" 8, removed, faired and replaced.

" " "H" 8, faired in place.

Bulkhead wing plate in way of above, faired in place.

" shell bar in way of above cropped and part removed, faired and replaced, E.W. at butts.

On completion, shell and bulkhead in way of repairs hose tested and found satisfactory/.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 ...	part 3	Main & T.D. 14	-	-	part 2	-	part 3	-
Removed and Faired or Repaired	28	part 9	-	-	" 3	-	-	3 beam knees, 7 bulwark stays etc.
Faired or Repaired in place ...	22	4	-	1	-	-	3	Bulkhead plating.

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Port) When fitted, Month Year
Caulking of Decks do.	Ceiling -	Coal Bunkers, Openings, Covers, &c. Good	Boats Good
Coamings do.	Cement or Asphalt Good	Oil Bunkers Good	Masts, Yards, &c. Good
Beams & Fastenings do.	Rudder Tiller & Quadrant	Scuppers do.	Condition, how ascertained by exam. (State if wedges removed.) None
Outside Plating do.	Steering gear and its connections Good	Cargo Hatchways do.	Equipment letter -
" " in way of sidelights do.	Windlass Good	Hatches do.	Anchors, No. of 3 - 1
Frames Good	Have pumps been examined and found efficient? Yes	Planking	Cables (State if now ranged) Yes
Reverse Frames -	Have Sluice Valves been examined and found efficient? Yes	Caulking	" length 300 fms. mean diam. 2 1/4 T (on board.)
Longitudinals -	Have Watertight Doors been examined and found efficient? Yes	Treenails	" Rule length 300 fms. 2 1/4 T
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	Chain Locker Good
Floors Good	Have the Tanks been examined internally Rpt.	Transoms, Pointers & Crutches	Hawsers & Warps Sufficient
Keelsons do.	Have the Tanks been tested? See rpt.	Timbers of Frame at openings	Standing and Running Rigging Good
Stringers do.	Air and Sounding Pipes Good	" " at other places	Sails -
Inner Bottom Plating do.	Doubling Plates under Sounding Pipes do.	Stringers, Clamps & Shelves	
Have the Tanks been examined internally Rpt.		Salting (State if examined.)	
Have the Tanks been tested? See rpt.			

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, so far as now seen, is in an efficient condition and eligible, in my opinion, to remain as at present classed in the Register Book with fresh record of drydocking 3,48 and the notation of S.S. GIS. 3,48. It is also submitted that the vessel's name be deleted from the S.R. List.

Survey Fee (per Section 29) £ 74 : - : - Fees applied for, 10.
Special Damage or Repair Fee (if any) £ 84 : - : - Received by me, 19.
(per Sec. 29)
Alterations (OIL FUEL) 42 : - : -
Travelling Expenses (if chargeable)
Sunday & Late Attend. Fees. 15/2/48
Second Surveyor's Fee (if any) £ 8 : 8 : -

Committee's Minute.

Character Assigned.

S.48 Gls.

without oil. And.

S.2.48.

-/- Linc 3.48

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

005436-005442-0042 1/6

Port of GLASGOW.

Continuation of Report No. 72683 dated 26th March, 1948. on the

"MARWARRI".

1 skeleton floor bottom bar in way of above, faired in place.

On completion Nos. 2 and 3 and Nos. 7 and 8 D.B. tanks tested under pressure and found satisfactory, and plating clear of tanks hose tested and found satisfactory.

REMOVALS:

Steel limbers in Nos. 1, 2, 4 and 5 holds, air and sounding pipes, and cement on bottom and bilges removed for access and replaced.

New and disturbed work cleaned and re-coated.

DAMAGE: (5) Stated to have been sustained through vessel striking the dock wall whilst entering King George V dock, London on 12th April, 1946.

(Please see London Rpt. No. 113874)

DAMAGE REPAIRS:

Shell plate "J" 17 from aft (P.S.) removed, faired and replaced.

" " "K" 17 from aft " faired in place.

On completion, shell in way of repairs hose tested and found satisfactory.

REMOVALS: Sparring and cement chocks in way of repairs removed for access and replaced.

New and disturbed work cleaned and re-coated.

DAMAGE: (6) -

Stated to have been sustained whilst vessel was engaged on special war Service, between 20th April and 21st August, 1944.

(Please see Liverpool Rpt. No. 121690 and S.R. List)

DAMAGE REPAIRS:Numbers from aft:

Shell - Starboard Side:

"G" 13 and 14, cropped and part renewed in 1 plate, E.W. at butts.

"G" 16 and 17, removed, faired and replaced.

"H" 7, 11, 15 and 16 and 19, removed faired and replaced.

"H" 14, and 17 faired in place.

"J" 5, 7, 8, 10, 14, 15, 16 and 18 removed, faired and replaced.

"J" 12 and 13 faired in place.

"K" 12 faired in place.

"L" 12, cropped and part renewed, E.W. at butt.

Shell - Port Side:

"G" 18, faired in place.

"H" 7, 11 and 12, faired in place.

"H" 15, and 17 removed, faired and replaced.

"J" 1, 4, 7, 8 and 12 faired in place.

"J" 5 and 6, removed faired and replaced.

Tween deck frames, Starboard side frames 32, 59, 60, 61, 62 and 64 removed faired and replaced.

Tween deck frame (S.S.) No. 65, faired in place.

"MARWARRI"DAMAGE REPAIRS (CONT'D)

Bulkhead on frame 59 (S.S.) - wing plate cropped and part renewed E.W. at butts.

" " " " " shell bar cropped and part removed, faired and replaced E.W. at butts.

2nd deck stringer plate in No. 3 lower tween deck (S.S.) found buckled locally cropped and part renewed, E.W. in place.

Main frames 119 and 125 cropped and part removed, faired and replaced E.W. at butts.

On completion, shell and bulkhead in way of repairs hose tested and found satisfactory.

REMOVALS:

Sparring, cement chocks, air pipes and insulation on ship's sides in Nos. 1 and 3

tween decks in way of repairs removed for access and replaced and part renewed.

New and disturbed work cleaned and re-coated.

DAMAGE: (7)

Stated to have been sustained through S.S. "BRITISH PRINCE" colliding with the vessel as she lay moored in Queens Dock, Glasgow, on 31st December, 1947.

On examination of vessel afloat, found upper edge of forecastle sheerstrake (P.S.) and stringer angle in way slightly set in over a length of about 10 ft. forward bulkhead plates abreast No. 1 hatch set in and 7 bulwark stays in way buckled.

DAMAGE REPAIRS:

About 10 ft. of forecastle deck stringer angle removed, faired and replaced.

Upper edge of forecastle sheerstrake faired in place.

Nos. 1 and 2 forward bulwark plates partly released and faired in place.

7 bulwark stays removed, faired and replaced.

New and disturbed work cleaned and re-coated.

DOCKING & SPECIAL SURVEY: (COMPLETION) (PLEASE SEE CALCUTTA RPT. No. 13115 & S.R. LIST)

Vessel placed in dry dock, bottom and rudder cleaned, examined, now satisfactory and re-coated.

All holds, tween decks, deep tanks, fore and after peaks and spaces above, poop, bridge and forecastle spaces, bunkers, machinery spaces, under boilers, tunnel and bilges, cleared, cleaned, scaled as necessary and the framing, beams, bulkheads, tank top plating, decks and inner surface of the shell plating throughout the vessel examined and found or placed in efficient condition and re-coated as necessary.

Parts insulation in forward holds and tween decks, removed, structure in way examined and found satisfactory. Insulation replaced and part renewed.

Cement chocks in holds and tween decks removed in places for examination of structure in way.

Bilge limbers (steel) removed and replaced. Ceiling in bunkers removed on conversion to oil fuel.

Nos. 1, 2, 3, 4, 7 and 8 D.B. tanks, fore and after peak tanks and deep tank tested under pressure to Rule requirements and found satisfactory.

All D.B. Tanks and cofferdams, cleaned, scaled as necessary, examined internally and found/..

Cont'd on page. 6.

"MARWARRI"DOCKING & SPECIAL SURVEY (CONT'D)

found or placed in efficient condition and re-coated as necessary.

Pipe casings removed, scupper, air, sounding and soil pipes examined, found or placed in satisfactory condition and casings replaced.

Doubling plates found or fitted under all sounding pipes.

anchors and cables examined and found satisfactory.

Chain locker and cable end fastenings examined and found satisfactory.

Chain locker re-coated.

Masts and rigging examined and found satisfactory. Report 14 herewith.

General equipment examined and found satisfactory.

Plating under sidelights examined and found satisfactory.

Weather decks and casings, hatch and ventilator coamings and covers, hatch supports, cleats battens and tarpaulins examined and now satisfactory.

Steering gear (not rod and chain type), auxiliary steering gear and windlass examined and now satisfactory.

Watertight doors and hand pumps and fore peak sluice valve, tried and examined and found satisfactory.

Bilge suction tested and found satisfactory.

Freeboards verified.

REPAIRS: WEAR & TEAR:

RUDDER: Bottom pintle, with brass liner, renewed.

Taper in keel of sternframe for pintle, re-bored and pintle refitted.

Top and bottom bushes in rudder arms renewed.

CHAIN LOCKER:

Lower stringer on shell (S.S.) found buckled, plate removed faired and replaced and face angle renewed.

A number of pipes repaired and part renewed.

A number of wood hatch covers and hatch cleats renewed.

A few minor repairs effected.

ALTERATIONS: CONVERSION TO OIL FUEL

The vessel has been converted at this time to burn oil fuel in boilers.

Oil being carried in Nos. 1, 2, 3, 4, and 7 D.B. tanks, in side tanks abreast boilers, and in settling tanks in tween decks between upper and 2nd decks in way of boiler room (P. & S.) all in accordance with plans submitted and approved at Glasgow, on 9/4/47.

Nos. 1, 2, 3, 4, 7 and 8 D.B. tanks were originally designed to carry oil fuel without ceiling on tank tops.

SIDE BUNKERS ABREAST BOILERS:

Existing coal bunker structure removed, and shell and framing in way scaled and cleaned, and new oil fuel bunkers (P. & S.) fitted all as per approved plan.

Coal/

/Cont'd on page. 7.

"MARWARRI"SIDE BUNKERS ABREAST BOILERS: (CONT'D)

Coal hatches on 2nd deck to side bunkers removed and openings in 2nd deck plated over.

SETTLING TANKS IN TWEEN DECKS:

Existing tween deck coal bunker structure scaled and cleaned and new tween deck oil fuel bunkers forming settling tanks (P. & S.) fitted, all as per approved plan.

Coal hatches and escape hatches on upper deck to tween deck bunker removed and openings in upper deck plated over.

Oil gutterways fitted on D.B. tank top round lower bunker tanks and round oil fuel unit in Stokeholds led to bilges. Oil gutterways also fitted round bottom of side and ends of settling tanks with scupper pipes led to bilges.

Efficient air and overflow pipes of area equal to filling pipes fitted from oil fuel bunker and settling tanks to bridge deck with gooseneck bends 3'-0" above bridge deck and fitted with wire gauze diaphragms.

Efficient sounding pipes with doubling plates below fitted to all oil D.B. tanks and bunker and settling tanks and pneumarcator gauges also fitted to these tanks.

To isolate No. 4 D.B. oil fuel tank from No. 5 D.B. fresh water tank, a one space cofferdam arranged between floors 88 and 89. Efficient bilge suction, air and sounding pipes fitted to this cofferdam, and air and sounding pipes to after end of No. 4 D.B. oil fuel tank altered as necessary.

The original one space cofferdam between Nos. 3 and 4 D.B. tanks (floors 104 and 105) now taken into No. 4 D.B. tank by cutting manholes and limber holes in floor 104 and altering suction, air and sounding pipes as necessary.

On completion, Nos. 12, 3, 4, 7 and 8 D.B. tanks side bunker tanks and settling tanks tested under pressure and found satisfactory.

The remaining requirements of the Rules where applicable have been complied with. Coaling hatches on bridge deck (P & S) removed, and openings in bridge deck efficiently closed. On completion deck in way hose tested and found satisfactory.

Ash shoots (2) from fiddley through ship's side (S.S.) removed, and openings in shell and decks and casing side efficiently closed.

Steel hinged doors (1p and 1s) in machinery casing sides in bridge space, permanently closed by E.W.

RECORD FOR REGISTER BOOK:

"Fitted for oil fuel 3, 48, F.P. above 150°F".

FREEBOARD:

Renewal freeboard survey has been carried out at this time and new Load Line certificates issued. Freeboard renewal survey Form C.11(c) and verification form C.12 (a) forwarded on 3/3/48. Alterations affecting freeboard entered on Rpt. C.11 (Cont'd) form on board the vessel and copy herewith.

S.R. LIST:

All items in the S.R. List have been dealt with at this time and it is submitted that the vessel's name be deleted from the S.R. List.