

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report. 22 - 2 - 1946 When handed in at Local Office. 22 - 2 - 1946 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 12th Feb Last Survey 14th Feb 1946
 Reg. Book. 64835 on the Wood, Iron or Steel. Se. Lighter "VIC 79" (No. of Visits 2)

TONNAGE: Built at Lowestoft By whom Richard Ironworks Ltd When 1945 MONTH 2
 GROSS 132 Owners Ministry of War Transport Owners' Address
 UNDER DK. 95 Managers Newton, Tottle & Wilson, Ltd Port belonging to Lowestoft
 NET 50

Surveyed Afloat or in Dry Dock? Both Name of Dock E. India Dry Dock Destined Voyage

Cell DBor DBa feet; uE & 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)

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. 112569. Port Ips.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Survey 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

Not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Damage stated due to striking a buoy at Scapa Flow, date not stated; (2) Docking.

(1) Vessel placed in drydock, bottom cleaned, examined & recoated as necessary. The following damage (p.s. for.) was noted -

Shell plate B1 indented at upper landing

" D1 & E1 sharply indented & 2 frames in way buckled.

Temporary repairs were effected by renewing a number of rivets & recaulking the plate landings as necessary. The fore peak tank was then tested & found satisfactory.

(2) Vessel placed in drydock, bottom & rudder cleaned, examined & recoated. Fore peak, hold, decks, casings, vents, hatchways & closing appliances generally examined, together with windlass, general equipment & steering gear & its connections.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired								See Report
Faired or Repaired in place ...								

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

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 eligible in my opinion to remain as now classed with fresh record of docking survey 2.46 subject to permanent repairs to indented shell plates B1, D1, E1 & frames in way (p.s.f.) at first convenient opportunity.

Survey Fee (per Section 29) £ : : Fees applied for, 22nd FEB 1946.
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 5 : 5 : 0 Received by me, R.A. Welch
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :

Committee's Minute GLASGOW 26 FEB 1946
 Character Assigned 2.46 G.R.K. subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

" Vie 79 "

R.H.W.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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																

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

CHAIN CABLES.

[illegible]