

# 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 12<sup>th</sup> Feb Last Survey 14<sup>th</sup> 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 Bromwicks Ltd. When 1945 MONTH 2  
 GROSS 132 Owners Ministry of War Transport Owners' Address Lowestoft  
 UNDER DK. 45 Managers Newton, Tottle + Wilson, Ltd. (If not already recorded in Appendix to Register Book.)  
 NET 50 Port belonging to Lowestoft

Surveyed Afloat or in Dry Dock? Both Name of Dock E. India Dry Dock Destined Voyage ✓  
 Cell/D/Bor/D/Bo. feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
 total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B. — All alterations in the existing records should be underlined.

Last Report, No. 112569. Port 9ps.

(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  
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. ford.) 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		Copper, or Y.M. (State if on Felt)	
Decks <u>Good</u>	Bulkheads <u>part end. good</u>	When fitted, Month	Year
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Boats <u>good</u>	
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Masts, Yards, &c. <u>"</u>	
Beams & Fastenings <u>part end. "</u>	Rudder <u>good</u>	Condition, how ascertained <u>from deck</u>	
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Equipment letter <u>✓</u>	
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>	Anchors, No. of <u>2B, 15</u>	
Frames <u>part end. good</u>	Have pumps been examined and found efficient? <u>✓</u>	Cables (State if now ranged) <u>no</u>	
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	" length <u>stated</u> mean diamr.	
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	" Rule length <u>complete</u> size <u>1/16</u>	
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Chain Locker <u>✓</u>	
Floors <u>✓</u>	Air and Sounding Pipes <u>good</u>	Hawsers & Warps <u>good</u>	
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Standing and Running Rigging <u>✓</u>	
Stringers <u>✓</u>		Sails <u>✓</u>	
Inner Bottom Plating <u>✓</u>			
Have the Tanks been examined internally? <u>see rpt.</u>			
Have the Tanks been tested? <u>✓</u>			

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

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

Surveyor to Lloyd's Register of Shipping.  
 R.A. Welch



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

10m 8.14.—Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes)

Is Certificate required? If so, to be sent to

1870-8450-98500  
 005756-057878

