

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th JULY 1946 When handed in at Local Office 31st JULY 1946 Port of LEITH
No. in Survey held at LEITH Date, First Survey & Last Survey 27th JULY 1946
Reg. Book. 64837 on the ~~Wood, Iron or Steel~~ Lighter "Vic 81" (No. of Visits ONE)

TONNAGE: Built at KNOTTINGLY By whom J. HARKER LTD When 1944 MONTH 11
GROSS 146 Owners MINISTRY OF TRANSPORT Owners' Address (If not already recorded in Appendix to Register Book)
UNDER DK 99 Managers Port belonging to HULL
NET 51

Surveyed Afloat or in Dry Dock? DRYDOCK Name of Dock MENZIES DRYDOCK Destined Voyage
Cell D Bor D Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 52691. Port Hull.

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).
*100 A1	LMC 11, 44
Coasting Service —	O.G.
Ports in the UK, Channel Islands, Isle of Man & Eire, excluding the West Coast of Ireland.	
11, 44	Mohy. Afr.
(Lighter) Elec. welded. Cruiser Stern. Cargo Bottens not fitted.	
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. 11 1/4 ins.

(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 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & ANNUAL LOAD LINE SURVEY.

NOW DONE:- Vessel placed in Drydock. Bottom and rudder cleaned, examined and recoated. Examined generally decks, hatchways, carings, coamings, ventilators hold, machinery space, windlass and steering gear. The Annual Load Line Survey was carried out, and freeboard was verified.

REPAIRS:- Sharp indent in Port bow plating at approx 9 ft w.L built up by welding. Sharp indent on Starboard side plating at fore'sle bulkhead cut out and patch welded in (approx 9"x6"). Steering chains annealed. 3 port glasses renewed. Rails & stanchions faired as required. Starboard machinery casing door on R.D. removed, faired and replaced. 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 ...								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	GOOD	GOOD IN SPACES EXP.		GOOD		(State if on Felt.)	When fitted, Month Year
Caulking of Decks	GOOD	Celling	GOOD	Coal Bunkers, Openings, Covers, &c.	GOOD		
Coamings	GOOD	Cement or Asphalt	NOT EXP.	Oil Bunkers	✓		
Beams & Fastenings	GOOD WHERE EXP.	Rudder	GOOD	Scuppers	GOOD		Boats
Outside Plating	GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD		NOT EXP.
" " in way of sidelights	GOOD	Windlass	GOOD	Hatches	GOOD		GOOD
Frames	GOOD IN SPACES EXP.	Have pumps been examined and found efficient?	NOT EXP.	Planking			Masts, Yards, &c.
Reverse Frames	NOT EXP.	Have Sluice Valves been examined and found efficient?	YES	Caulking			GOOD
Longitudinals	" "	Have Watertight Doors been examined and found efficient?	NOT EXP.	Treenails			Condition, how ascertained
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stenson			FROM DECK.
Floors	NOT EXP.	Air and Sounding Pipes	YES	Transoms, Pointers & Crutches			(State if wedges removed.)
Keelsons	" "	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings			Not Removed.
Stringers	" "			Stringers, Clamps & Shelves			Equipment letter
Inner Bottom Plating	✓			Salting			Anchors, No. of
Have the Tanks been examined internally?	No			(State if examined.)			2B. 1S.
Have the Tanks been tested?	No						Cables (State if now ranged)
							NOT RANGED
							" length (on board.) mean diamr. ✓
							" Rule length ✓ size ✓
							Chain Locker
							NOT EXP.
							Hawsers & Warps
							GOOD
							Standing and Running Rigging
							GOOD
							Sails
							✓

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 good and efficient condition and eligible in my opinion to remain as now classed in the Register Book and to have fresh record of survey 7,46. (Approved mch. spare gear to be supplied.)

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,
£	£	£	£	19
				Received by me,
				19

John C. Burtle
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned 7.46 Lth



LIGHTER "Vic 81" DOCKING & ANN. LL SURVEY. (CONT.)

It was noted at this time that the Port side plating in way of the hatchway forward of midships and in way of the coal bunker was locally indented, but in my opinion the strength and seaworthiness of the vessel are not impaired.

DOCKING (MACHINERY): The propeller, enter end of stem tube and oil gland, and all sea connections were examined while the vessel was in drydock and found in good condition. The distance between the bearing metal of the stem bush and the screw shaft was not taken.

J.S.
14-8-06

much dampened as to spread the ink, or to cause it to show through to the other side.

GIN.

When anchors or cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

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.			
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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain } or Steel Wire }											

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THE SUBMITTER'S SIGNATURE



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