

Rpt. 8.

(Received at London Office 17 JUN 1953)

No. 80402

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18/5/53 When handed in at Local Office 18/5/53 Port of GLASGOW

No. in Survey held at Glasgow Date, First Survey 21st Oct. 1952 Last Survey 3rd May 1953. Reg. Book. 22295 on the Wood, Iron or Steel R.A.S.C. "OXNA" (No. of Visits 47)

72019 Built at Glasgow By whom A. & J. Inglis, Ltd. When 1943 5

TONNAGE: GROSS 459 Owners The War Office Owners' Address -

UNDER DK. 412 Managers - Port belonging to -

NET 179 Managers Govan Dry Dock & Port belonging to -

Surveyed Afloat or in Dry Dock? Both Name of Dock Govan Dock Wall Destined Voyage -

Cell DBor DBa feet; uE & B feet; f feet fee Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 48119 Port GLS

CHARACTER.	Machinery and Boiler Surveys
(Date of last Survey and of Periodical Surveys.)	(Including date of N.B., if any.)
+100 A-	+LMC 4-48
12-51	BS 2-51
S.S. Ply. 4-48	TS (OG) 11-49

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** Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft. 5 1/2 ins.

not desired Was a damage report made by anyone else? if so, by whom? **no**

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Special Survey, R.F.S., Alterations and Oil Fuel Conversion

Damages - Cause not stated

On examination of vessel found

- (1) Keel and bottom shell plating amidships set in.
- (2) Shell plating Port Side amidships set in.
- (3) Shell plating Star. Side amidships set in.

Permanent repairs now done:- (all plates numbered from forward)

- (1) Keel plate No. 4, 5 and 6 faired in place.
- "A" Strake plate No. 6 and 7 renewed.
- Bottom frames faired in place as necessary

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	9						1 (Part)	Bilge Keel P. & S. part removed faired and refitted.
Removed and Faired or Repaired	3							A few other minor items dealt with.
Faired or Repaired in place	5	3						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good	good	good	good	good	good	(State if on Felt)
Gaulking of Decks	good	good	good	good	good	good	When fitted, Month Year
Coamings	good	good	good	good	good	good	Boats
Rivets & Fastenings	good	good	good	good	good	good	Masts, Yards, &c.
Outside Plating	good	good	good	good	good	good	Condition, how ascertained
" " In way of sidelights	good	good	good	good	good	good	(State if wedges removed.)
Frames	good	good	good	good	good	good	Equipment letter
Reverse Frames	good	good	good	good	good	good	Anchors, No. of
Longitudinals	good	good	good	good	good	good	Cables (State if now ranged)
Transverses	good	good	good	good	good	good	" length
Floors	good	good	good	good	good	good	" Rule length
Keelsons	good	good	good	good	good	good	Chain Locker
Stringers	good	good	good	good	good	good	Hawsers & Warps
Inner Bottom Plating	good	good	good	good	good	good	Standing and Running Rigging
Have the Tanks been examined internally	yes	yes	yes	yes	yes	yes	Sails
Have the Tanks been tested?	yes	yes	yes	yes	yes	yes	

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."

All the Requirements of Special Survey having been complied with, this vessel in our opinion is eligible to remain as at present classed in the Register Book with a fresh record of drydocking 4-53 having the notation +100 A1 and S.S. Gls. 5-53.

Bottom in way of Engine Room to examine annually.

Survey Fee (per Section 29)	Special Survey 38 0	0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	Oil Fuel Conversion 30 0	0	16 JUN 1953
Travelling Expenses (if chargeable)	Damage Repair 42 0	0	Received by me,
	Alterations 52 10	0	19

Second Surveyor's Fee (if any) Sunday attendance 8 8 0

Committee's Minute GLASGOW 16 JUN 1953

Character Assigned Class. +100 A1 H. 53 Gls. (without)

5.12.52 S.S. Gls. - 5.53. Lloyd's A.C.P. Fitted for oil fuel 5.53. F.P. above 150°F.

BOTTOM IN WAY OF ENGINE ROOM TO EXAMINE ANNUALLY.

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

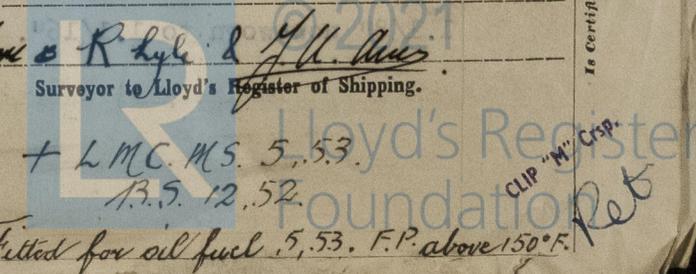
NOTE RB (P) etc.

Is certificate required? If so, to be sent to

10006-010102-076/4

X 1974

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- (2) "D" Strake plate Port Side No. 4 & 5 renewed.  
 "E" " " " " No. 5 & 7 renewed.  
 "D" " " " " No. 6 & 7 removed, faired and refitted.  
 "D" " " " " No. 3 faired in place.  
 "E" " " " " No. 6 faired in place.

Bilge Keel in way removed, faired and refitted and shell flanges of frames faired in place as necessary.

- (3) "C" Strake plate Starboard Side No. 8 renewed  
 "D" " " " " No. 4 "  
 "E" " " " " No. 5 "  
 "C" " " " " No. 6 & 7 top edge of plate cropped for approx. 12" and renewed.  
 "E" Strake plate Starboard Side No. 4 removed, faired and refitted.  
 Bilge Keel in way removed, faired and refitted.  
 1 hold web frame Star. Side, plate and shell bar part renewed.  
 3 main frames Star. Side faired in place  
 Shell flanges of frames faired in place as necessary  
 Lower Deck, Starboard Side, stringer plate part renewed.  
 On completion of the foregoing repairs the side shell hose tested and bottom shell flood tested, all found satisfactory.

Special Survey (B) due 5-51 Ship 10 years old  
 Now done:- Ship placed in drydock, shell plating, sternframe and rudder cleaned and examined and coated.

See Page No

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT BY STOCK			WEIGHT OF STOCK			TEST PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.			
6702	1st Bower	13	2	0				15	3	3	0	Byers type stockless Cast Steel Head	Glasgow 10/4 L.L. Wright
6701	2nd	13	0	21				14	19	1	14	-ditto-	-ditto-
6703	3rd	11	3	21				13	17	2	0	-ditto-	-ditto-
	Collective Weight	38	2	14							35	2	0
6704	Stream	1	3	0	0	2	17	4	4	1	14	Common Anchor with stock	-ditto-
	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.	Where and when tested Superintendent.
	Length.	Diam.	Statu- vary.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
8356	165	1 1/16	20	20	107	0-23	195	1 1/4	Stud Link	Glasgow 17/4 L.L. Wright	
8360	29 1/2	1 1/16	20	20	16	1-10			Stud Link	-ditto-	
8359	For	1 1/16	24	25	0	2-21			Swivel Piece	-ditto-	

Cwts. Qrs. lbs.

- Anchor previously used and tested - Wt. of Anchor Head & Pins 8 - 1 - 5 } Glasgow  
 " " " " " " " " " " " " " " 8 - 1 - 0 } 10.4.  
 " " " " " " " " " " " " " " 7 - 3 - 12 } L.L. Wr

This Chain Cable and Swivel Piece is not new but has been previously used, original 1.1/8" now worn to 1.1/16".

Ship undocked 7th April, 1953

lined:- The Holds, peak spaces, accommodation and machinery spaces cleared and examined, under engines and boilers, plating in way of sidelights, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors and cables (see separate note) chain locker, masts (removed and refitted) and rigging, steering gear and auxiliary steering gear, windlass and general equipment, pumps, W.T. doors, ventilator coamings and covers, air and sounding pipes (striking plates fitted), storm valves and casings. Freeboard marks verified.

Bilge Suctions

lined (internally) and tested Fore Peak Tank, Boiler Feed Tank (P. & S.), Fresh Water Tank, new Oil Fuel Bunkers, Settling Tanks and Cofferdam. All spaces previously cleared, ceilings, lining and pipe casings removed and cleaned as required.

Steelwork recoated as necessary and ceiling, lining and pipe casings replaced.

All parts surveyed found or placed in good condition.

Repairs Wear and Tear:-

Now done:- A number of defective shell rivets (P.&S.) renewed  
 Rudder:- removed, new liner fitted, plating at bottom P.&S. cropped and part renewed and a few rivets ringed with electric welding, rudder refitted, tried from hard over to hard over and found satisfactory.

Lower deck forward (P.&S.) stringer plates part renewed.

" " aft in way of accommodation, plating and stringer plate part renewed.

Upper deck stringer plate (P.&S.) No.1 from aft renewed.

Boiler casing top - 1 plate forward of funnel renewed.

Several bulwark stays removed, faired and refitted.

Boiler Room:- Centre Keelson top bars at boiler front renewed.

Floor 45, flange cropped and reverse bar fitted

" 44 renewed.

Frames 3 P and 3 S reinforced by fitting brackets to

F. & A. bhd. of OF. bunkers.

After bhd. bottom stiffener brackets renewed.

" " doubled locally (P.&S.)

Auxiliary Steering Gear stopper part renewed.

All standing rigging renewed.

A number of other minor repairs effected.

Annual Freeboard Survey has been carried out and new Load Line Certificates issued.

Comment:- Vessel classed +100 A- and the Owners Superintendent requested that the figure 1 be inserted in the vessel's class.  
 Equipment numeral computed in this Office and found to be 6828 = letter "h"

now done:- 2 Bower Anchors and 1 stream anchor (on board) tested at L.P.H.G.

1 Bower Anchor supplied with Certificate.

9 lengths of cable on board also 4 lengths supplied by Owners now tested at L.P.H.G.

Anchors and cables verified with Certificates, for particulars see Page 2 of this Report.

Wire ropes now supplied.

60 fathoms of 2.3/4 stream wire

75 fathoms of 2.3/4 tow line

90 fathoms of 2.1/4 hawser

ord for Register Book:-

Requirements of rule equipment letter "h" having now been complied with, it is submitted that the vessel have the figure 1 inserted in the class, also notation of Lloyds A & C.P.

erations:- New deckhouses fitted on upper deck aft, Bridge front brought forward 2'-4", new boat deck fitted and after hatch trunked to boat deck having 18" coaming.

Copy of approved plan for above attached herewith.

Fuel Conversion:- The existing coal bunkers removed and new O.F. Cross Bunker and side Bunker also settling tank fitted. A new cofferdam has been fitted at the fore end of the Cross Bunker. The necessary gutterways, air, sounding and suction pipes fitted.

Oil Fuel Bunkers, settling tanks and cofferdam tested under pressure to rule requirements and found satisfactory.

The requirements of rules for O.F. Conversion complied with where applicable.

Structural alteration carried out in accordance with Approved Plans. Copy attached herewith.

ord for Register Book

Fitted for Oil Fuel 5-53, F.P. above 150°F.

Length of Cross Bunker 5'-6" Capacity 25.7 tons OF.

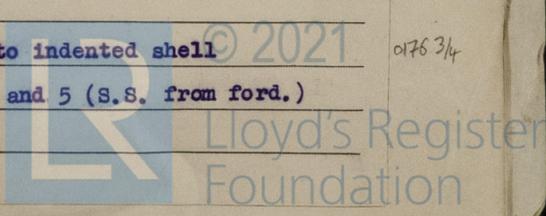
Length of Side Bunkers 23'-10" Capacity P. 35.5 S. 35.5 tons OF

Bottom to be examined internally annually (cement omitted) See Glasgow First Entry Rpt. 67166 and Torquay Rpt. 7864. Bottom internally examined and found satisfactory.

done:- Bottom shell from forward to aft (except in way of Engine Room) now covered with cement, approx. 1.1/2" thick.

List:- Indented shell plates - these have now been dealt with in the course of the foregoing repairs.

It is submitted that the item "repair to indented shell plates etc. A5 and 6 (S.S. from aft) and E4 and 5 (S.S. from ford.) and D.4 (s.s. from ford.)



0176 3/4

3 Bower Anchor and 1 steam anchor (on board) tested at I.P.H.W.

being dealt with by next S.S. " be now deleted.

1 Bower Anchor supplied with Certificates.

TE:- The vessel has been re-measured and the new tonnage figures will be forwarded as soon as possible.

2 lengths of cable on board also 1 length supplied by Owners now tested at I.P.H.W.

Vessel undocked 7.4.53.

Anchor and cables verified with Certificates, for particulars see Page 2 of this Report.

Wire ropes now supplied.

50 fathoms of 2 1/4" steam wire

75 fathoms of 2 1/4" for line

90 fathoms of 2 1/4" hawser

of for Reheater Room:-

Requirements of wire equipment listed "B" having now been complied with, it is admitted that the vessel have the figure 1 inserted in the class, also notation of Lloyd's A & O.P.

Requirements:-

New deckhouse fitted on upper deck aft, 1/2" plate front brought forward 2" 1/2", new post deck fitted and after hatch turned to post deck having 1/2" covering.

Copy of approved plan for above attached herewith.

Fuel Conversion:-

The existing coal bunkers removed and new O.P. Gross bunker and side bunker also fitted. A new collar has been fitted at the fore end of the Gross bunker. The necessary gaskets, air, covering and suction pipes fitted.

All fuel bunkers, settling tanks and collars tested under pressure to this requirements and found satisfactory.

The requirements of rules for O.P. Conversion complied with where applicable.

Structural alterations carried out in accordance with Approved Plans. Copy attached herewith.

of for Reheater Room

Fitted for Oil Fuel 2-2, I.P. above 130°F.

Capacity of Gross bunker 2'-0" 28.7 tons O.P.

Capacity of Side bunker 2'-10" 22.5 tons O.P.

Bottom to be examined internally annually (cement covered)

See classes First Entry Reg. 671b and 671c and 700d.

Bottom internally examined and found satisfactory.

Bottom shall from forward to aft (except in way of engine room) now covered with cement, approx. 1 1/2" thick.

Intended shell plates - these have now been dealt with in the course of the foregoing repairs.

It is admitted that the item "repair to intended shell

plates etc. A, B and C (A, B, C from aft and D, E, F from fore)

and D, E, F (from fore).

