

Rpt. 8.

(Received at London Office 17 JUN 1953)

No. 80402

## REPORT OF SURVEY FOR REPAIRS, &amp;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 TONNAGE: Built at Glasgow By whom A. &amp; J. Inglis, Ltd. When 1943 5

GROSS 459 Owners The War Office Owners' Address -  
(If not already recorded in Appendix to Register Book).

UNDER DK. 412 Managers - Port belonging to -

NET 179 Surveyed Afloat or in Dry Dock? Both Name of Dock Govan Dry Dock &amp; Govan Dock Wall Destined Voyage -

Cell DBor DBa feet; uE & B feet; f feet fee  
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

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

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

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 yes

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

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 and Faired or Repaired	2 (Part)							removed faired and refitted.
Faired or Repaired in place	3	3						A few other minor items dealt with.

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	good	Celling	good	Coal Bunkers, Openings, Covers, &c.	good	(State if on Felt)	
Coamings	good	Cement or Asphalt		Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	good	Rudder	good	Scuppers	good	Boats	good
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good
" " In way of sidelights	good	Windlass	good	Hatches	good	Condition, how ascertained	by exam.
Frames	good	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)	"h"
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	-	Caulking		Equipment letter	3 B - 1 S
Longitudinals		Have Watertight Doors been examined and found efficient?	yes	Treenails		Anchors, No. of	3 B - 1 S
Transverses		Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems		Cables (State if now ranged)	yes
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Stitches		" length	195 mean diamr. 1 1/16
Keelsons	good	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		" Rule length	195 size 1 1/8
Stringers	good			" at other places		Chain Locker	good
Inner Bottom Plating				Stringers, Clamps & Shelves		Hawsers & Warps	good
Have the Tanks been examined internally	yes			Siding		Standing and Running Rigging	good
Have the Tanks been tested?	yes			State if examined.		Sails	

General Observations, Opinion as to Class, Recommendation, &amp;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. Gl. 5-53.

Bottom in way of Engine Room to examine annually.

Survey Fee (per Section 29) Special Survey 38 0 0 Oil Fuel Conversion 30 0 0

Special Damage or Repair Fee (if any) (per Sec. 29) Damage Repair 42 0 0 Alterations 52 10 0

Travelling Expenses (if chargeable) 8 8 0

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. Gl. 5-53 Lloyd's A.C.P.

BOTTOM IN WAY OF ENGINE ROOM TO EXAMINE ANNUALLY.

Surveyor to Lloyd's Register of Shipping.

+ L.M.C. M.S. 5-53.

B.S. 12.52.

Fitted for oil fuel 5.53. F.P. above 150°F.

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

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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 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.	Anchor.*	WEIGHT OF STOCK			WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested & by whom.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
✓ 6702	1st Bower	13	2	0				15	3	3	0				-	Glasgow 10/4 L.L. Wright
✓ 6701	2nd "	13	0	21				14	19	1	14				-	-ditto-
✓ 6703	3rd "	11	3	21				13	17	2	0				-	-ditto-
	Collective Weight	38	2	14								35	2	0	-	-ditto-
✓ 6704	Stream.....	1	3	0	0	2	17	4	4	1	14	4	0	0	-	-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 & by whom.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
✓ 8356	165	1 1/16	20	20	107-0-23		195	1 1/8	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	2 1/8			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. Wright

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

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on the

GLASGOW

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.

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

" 4 1/4 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"



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"OXNA" 4

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on the

ow 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

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

ow 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.)



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"OXNA" 4

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2 Power Anchors and 1 steam anchor (on board) tested at I.P.H.W.  
1 Power Anchor supplied with Certificate.  
2 lengths of cable on board also 1 length supplied by Owners now  
tested at I.P.H.W.  
Anchors and cables verified with Certificate, 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" tow line  
90 fathoms of 2 1/4" hawser  
Requirements of rules regarding letter "H" having now been complied  
with, it is submitted that the vessel have the figure 1 inserted in  
the class, also notation of Lloyd's A & O.P.  
New deckhouses fitted on upper deck aft, Bridge front brought forward  
2'-6", new post deck fitted and after hatch turned to post deck  
having 12" coaming.  
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 refitted. A new cofferdam has been  
fitted at the fore end of the Gross bunker. The necessary cutwaters,  
air, coaming 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.P. Conversion complied with where  
applicable.  
Structural alterations carried out in accordance with Approved Plans.  
Copy attached herewith.  
And for Register Book  
Fitted for Oil fuel 2'-10", 1 P.P. above 130° F.  
Length of Gross bunker 2'-6" Capacity 22.7 tons O.P.  
Length of side bunker 2'-10" Capacity 22.5 & 22.5 tons O.P.  
Bottom to be examined internally annually (cement entered)  
See Glasgow First Entry Rpt. 67th and 70th Rpt. 70th.  
Bottom internally examined and found satisfactory.  
Bottom shell 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 submitted that the item "repair to intended shell  
plates etc. A5 and 6 (8.8. from aft and 10 and 5 (8.8. from fore),  
and D.1 (8.8. from fore)."

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"OXNA" 5  
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being dealt with next S.S. " be now deleted.

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

Vessel undocked 7.4.53.