

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th JUNE, 1955 When handed in at Local Office 20th JUNE, 1955 Port of GREENOCK
 No. in Reg. Book 48302 Survey held at GREENOCK Date, First Survey 5th MAY Last Survey 20th JUNE, 1954
 on the Wood, Iron or Steel SS SOUTHWICK (No of Visits 22)

TONNAGE — Built at VANCOUVER, B.C. By whom NEST COAST SHIPBUILDERS LD. When 1943 YEAR MONTH 4
 GROSS 7126 Owners ISLAND SHIPPING CO LD. Owners' Address —
 UNDER DK 6701 Managers J (if not already recorded in Appendix to Register Book)
 NET 4248 Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock GARVAL DRYDOCK & GRANT HARBOUR Destined Voyage —
 Cell D Bor D Ba _____ feet: uE&B _____ feet: f _____ feet
 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. 3875 Port ejib

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

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).
<u>7 100 F.R. WITH</u>	<u>4 L.M.C.</u>
<u>FREEDBOARD 2.54</u>	<u>MS 4.52</u>
<u>SS BR. 4.52</u>	<u>BS 6.54</u>
<u>Plating of shell & dk</u>	<u>SIB 4.52</u>
<u>plating also welded</u>	<u>TS (CL) 3.52</u>

CARGO BRITTENS NOT FITTED.
 Society's Freeboard (if assigned as painted on Ship and now verified) 10 ft. 6 1/2 ins.

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 - NOT
DESIRED Was a damage report made by anyone else? if so, by whom? UNDERWRITERS

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE, OIL FUEL CONVERSION, COMMENCEMENT OF SPECIAL SURVEY, REPAIRS AND ANNUAL FREEDBOARD SURVEY

DAMAGE ① stated to have been sustained by vessel grounding in Gibraltar Bay 5.4.55.
 An examination in drydock found on Starboard side: — (Plate numbered from forward)
 "D" N°8, "C" N°6 & 7, "B" N°6 & 7 and N°9 keel plate set of also affected with a ray of N°2 keel plate. Port side: — "A" N°12 set up. also rubber plate fastened in way of rudder area.
PERMANENT REPAIRS NOW DONE: — Approx 250 rivets in way of N°2 keel plate renewed. N°9 keel plate part renewed and faired in place.
 "D" starboard plate N°8 renewed faired and rebolted and 3 bottom frames faired in place.
 "C" " " N°6 part renewed and faired in place at outer landing.

SUMMARY OF DAMAGE REPAIRS: —

	Shell Plates.	Frames.	R. Frames. (B.L.S.E. BRKS.)	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed ...	2 PART		3 PART				1 PART / AT MATCH GANGE	5 DOUBLINGS ON RUDDER
Removed and Faired or Repaired	2		3 COMPLETE					ALL OR. AND FORS. FIT PEAKS
Faired or Repaired in place ..	5	3						TESTED

A FEW MINOR ITEMS ALSO DEALT WITH

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
good	good in glass & plating	good	(State if on Fels.)
Caulking of Decks good	Ceiling " " " "	Good Bunkers, Openings, Covers, &c. good	When fitted, Month Year
Coamings good	Cement or Asphalt. <u>not applied</u>	Oil Bunkers good (to tops)	
Beams & Fastenings good in glass & plating	Rudder good (to tops)	Scuppers good	Boats <u>not applied</u> (SEE NOTICES FOR DRAWING)
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Masts, Yards, &c. good
" " in way of sidelights <u>not applied</u>	Windlass good	Hatches good	Condition, how ascertained <u>from deck</u>
Frames good in glass & plating	Have pumps been examined and found efficient? <u>Yes</u>	Planking	(State if wedges removed)
Reverse Frames " " " "	Have Sluice Valves been examined and found efficient? —	Caulking	Equipment letter <u>27</u>
Transverse	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails	Anchors, No. of <u>33-15</u>
Floors good in glass & plating	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson	Cables (State if now ranged) <u>NO</u>
Keelsons " " " "	Air and Sounding Pipes good in glass & plating	Transoms, Pointers & Brutches	" length <u>STATED COMPLETE</u> mean diam. —
Stringers " " " "	Doubling Plates under Sounding Pipes <u>to be done</u>	Timbers of Frame at openings	" (on board.)
Inner Bottom Plating good in glass & plating		" at other places	" Rule length — size —
Have the Tanks been examined internally <u>to tops</u>		Stringers, Clamps & Shelves	Chain Locker <u>not applied</u>
Have the Tanks been tested? <u>to tops</u>		Saltine	Hawsers & Warps <u>sufficient</u>
		State if examined	Standing and Running Rigging 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 so far as now seen is in an efficient condition and eligible in our opinion to remain so at present classed in the Register Book with a good record of drydocking 5-55 and the notation of S.S. (with blue and black) on completion of the special survey also fitted for oil fuel 6-55 F.P. above 150°F.

ENDORSEMENT: — Shell plates EA F2, 3 & 4 and G, 3 PS. indented. "A" Stab (P&S) also upper deck stiffened with minor corrugation in way impaired.

Survey Fee (per Section 23)	Special Damage or Repair Fee (if any) (per Section 23)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Committee's Minute	Character Assigned	Fees applied for,	Received by me,
<u>REPAIRS N. & T.</u> 30 0 0	<u>GRAVING</u> 21 0 0	<u>GREENOCK</u> 6 6 0	<u>SUNDAY ATTEND. 17.6.55</u> 5-5-0		<u>5.55. G.R.K.</u>	<u>20th JUNE 1955</u>	<u>19</u>

Surveyors Allyson L. Moore & William F. Fearn
 Surveyors to Lloyd's Register of Shipping
 Glasgow 25 JUL 1955
 Character Assigned 5.55. G.R.K. 135.6.55
5.555 with endorsement. Fitted for oil fuel, F.P. above 150°F.

Note pt 53
 20m, 1163 (MADE AND PRINTED IN ENGLAND.)
 The Surveyors are requested not to write on or below the space for Committee's Minutes.
 27.55.

25423-55
 18214 Body 20
 Is Certificate required? If so, to be sent to



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

6" Strake plate No 7 cropped and part removed, shell welded at hull.
8" " " No 6 and 7 set in at corner welded hull, hull above plates fixed in place and butt reworked.
9" Strake plate No 12 (P.S.) forward part of plate cropped and part removed and welded at end hull. 3 large transv. P.S. removed and 3 (SS) part removed.
All DB tanks (P.S.) also fore and aft peak tanks stated under pressure (shell only) and found satisfactory.

Revised: 1/2" for experiment and found satisfactory.
Fracture in way of rudder cover removed and welded and 5 large doubler plate fitted by electric welding.
Stimfrans ribs fixed to 2 plates, dressed off, welded and buffed.

DAMAGE ② stated to have been sustained by heavy weather on voyage from Gibraltar to Glasgow between 12th & 13th April, 1955.

PERMANENT REPAIRS NON DONE:— Starboard lifeboat, 3 strake of planking part removed and lifeboat engine removed. 1 lifeboat mast guard rails fore & aft part removed when missing, 8 feet life glass removed.

Aft Deck Load:— 13 brackets removed at both of stiffens (fractured) and doubler plate fitted on tank top in way of each bracket.

On completion of repairs No 7 DB tank stated under pressure and found satisfactory.

No 4 Hatch, after Star Com. — deck plate and coaming fractured.

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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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 and Superintendent.

Deck plate and doubler cut away and heavy plate with radius corner inserted and welded, hatch coaming cropped and part removed.

Now stated on completion and found satisfactory.

Outboard casing of No 4 main (SS) part removed.

DAMAGE ③ stated to have been sustained by contact with extreme wall of Jarrow Drydock, Greenock, on the 6th May, 1955.

On examination in drydock found:— shell plating about No 5 Hold (P.S.) and No 2 Hold (SS) set in.

SEE PAGE 3.

DAMAGE ③ CONT.

PERMANENT REPAIRS NON DONE:— "G" Strake plate No 4 from aft (P.S.) fixed in place.

"F" Strake plate No 9 from forward (SS) removed spaced and refitted.

11 Cement Chocks cut away for access and re-secured.

On completion of repair, shell loss stated and found satisfactory.

CONVERSION TO OIL FUEL

Cross Bunker (former 86 to 93) converted to oil fuel bunker as per approved plan attached herewith.

Hhd. 93 - plating completely removed and all welded, including splicing stiffeners, shell, deck and tank top connection.

Hhd. 86 - hhd. completely removed and all welded including shell, deck and tank top connections.

Coal bunker tunnel and coal shoots removed. No 3 Forward Deck Cargo Hatch and trimming hatch efficiently closed by plates and beams.

No 3 and 4 DB tanks arranged to suit carriage of oil fuel. Flat bar coverings fitted round tank top members and tank top in No 3 hold completely covered with 20 P. Coibug fitted on bottom to form air space.

New City Bldg space made in Boiler Room P.S. with gutterway along bottom of hhd.

Necessary air and sounding pipes fitted to B.F. Tanker and No 3 & 4 D.B. tanks with gunges and sticking plates.

Tank top man (S.R.) in way of No 3 and 4 DB tanks reinforced with electric welding.

New sitting tanks fitted in turn deck also heating coils fitted in tanks, see Engineer Report for particulars.

Oil Fuel Bunker and No 3 & 4 DB tanks stated under pressure to suit requirements and found satisfactory.

Bldg. Section tried and found satisfactory.

Spaving fitted on hhd 93 in No 3 hold in way of hatch.

DOCKING

Vessel placed in drydock, bottom and rudders cleaned, spanned and found or made satisfactory. Structure in No 1 hold generally spanned and found satisfactory.

Decks, Casings, hatchways, ventilators, closing appliances, windlass, steering arrangements and general equipment generally examined and found satisfactory. Foreward works verified.

UNDOCKED 19-5-55.

REPAIRS NEAR & TEAR:— Shell - a few bottom rivets overhauled.

Red Coaling Co. removed and spigot patch fitted.

Red shoot removed, shell and deck openings efficiently plated over, now stated on completion and found satisfactory.

Upper Deck Aft (P.S.) 1 deck plate at corner of deckhouse removed.

10 turn deck hatch beams removed, fixed, part removed and refitted.

SEE PAGE 4.

REPAIRS NEAR & TEAR CONTI:-

After Deep Tank:- Centre line bld. plating, upper strake renewed
 Aft bld top strake Cr. plate renewed, 2nd strake from top
 Cr. plate renewed and 2 plate on 3rd strake from top renewed
 Hatch Covers overhauled and faired. 2 sounding pipe
 renewed. Deep Tank tested and found satisfactory.

2nd Deck in way of saw oil fuel bunkers part renewed and all
 steel chocks at ship side renewed. 2nd Deck side P/S at
 line of hatch in saw O.F. bunkers renewed.

New Coaming plate fitted on tween deck bld No 93.

A number of lengths of bilge suction pipes in forward holds
 renewed - suction tried and found satisfactory.

A number of other minor repairs also effected.

COMMENCEMENT OF SPECIAL SURVEY.

Oil Fuel Oil Bunkers spanned internally and tested under
 pressure to Rule Requirements

No 3 & 4 D.B. Tanks spanned internally and tested under
 pressure to Rule Requirements

The Survey Representative stated that the S.S. would be
 advanced at the first opportunity.

ANNUAL FREEBOARD SURVEY:- has been carried out at this time and
 the L.L. Certificate endorsed.

ENDORSEMENTS:- Nothing done at this time - spanned and considered efficient for the present.

TANK CAPACITIES.

	OIL FUEL.	SALT WATER.
NEW OIL FUEL BUNKERS.	632	NO CONNECTION.
NO 3 D.B. TANK	130	144
NO 4 " "	90	100

LENGTH OF DOUBLE BOTTOM UNALTERED.

Alexander J. Watt

NOTE:- Vessel has been re-measured for tonnage - Tonnage figures not as
 yet available.