No. 8. (Received at London Office) No. 53442

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6 Feb 1941 When handed in at Local Office 7 Feb 1941 Port of

No. in Reg. Book. 89074 Survey held at Penarth Date, First Survey 10th Jan '41 Last Survey 30th Jan 1941 (No. of Visits 7)

on the ~~Wood Iron or~~ Steel Sc. "Mari II"

TONNAGE:— GROSS 1395 UNDER DK. 1226 NET 811

Built at Haarlem By whom N.V. Werf Conrad When YEAR 1918 MONTH

Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book).

Managers Shamrock Shipping Co. Ltd Port belonging to Glasgow

Surveyed Afloat & in Dry ~~Dock~~? Both Name of Dock Penarth Pontoon Destined Voyage

WB=CellDBorDBa 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. Port

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 Yes - not required

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.	Years assigned and renewed.	Machinery and Boiler Surveys (including date of N.B., in any).
Class Contemplated.		

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 9 ins.

Was a damage report made by anyone else? If so, by whom? Yes - Salvage Ass. Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and General Examination.

Damage stated caused by (1) Collision with the m/v. "Sobieski" in the Irish Sea on the 2nd August 1940. (2) Ranging alongside the ss. "Kingston Hill" in Loch Long during a gale on 5th + 6th December 1940.

For further particulars please see log books.

Now done - Damage (1) Examined stem, stem plating and f. castle deck plate together with p.s. sheer strake plating, upper deck plating and bulwark plating abreast No 1 hatch and placed same in efficient condition; temporary repairs carried out at this time.

Damage (2) Examined steering-gear-deck-house and adjacent bulwark plating and placed in good condition; permanent repairs (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.
Renewed	✓	✓	✓	✓	✓	✓	✓
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓
~~Faired or~~ Repaired in place	✓	✓	✓	✓	✓	✓	1

Other Items:— 3 bulwark stanchions, 2 deckhouse plates and 1 bulwark plate renewed. 1 stiffener part renewed. Stem bar fracture elec. welded. A number of shell rivets caulked.

PRESENT CONDITION OF THE

Decks	Satisfactory
Caulking of Decks	"
Beamings	"
Beams & Fastenings	"
Outside Plating	"
" " in way of sidelights	"
Breasthooks	"
Transoms	"
Frames	"
Reverse Frames	"
Longitudinals	✓
Transverses	✓
Floors	"
Keelsons	"
Stringers	"
Inner Bottom Plating	"

State if Tanks have been examined inside (F.P., A.P., + B.L.R.M.)	Yes
State if Tanks now tested (No 2 p.s.)	Yes
Bulkheads	Satisfactory
Ceiling	"
Cement ~~or Asphalt~~ (State which.)	"
Rudder	Good
Steering gear and its connections	"
Windlass (part examined)	"
Have pumps now been examined and found efficient?	✓
Have Sluice Valves now been examined and found efficient?	✓
Have Watertight Doors now been examined and found efficient?	✓
Have Ventilators and their Coamings been examined and found efficient?	Yes

Air and Sounding Pipes	Satisfactory
Dblng. Plates under Sounding Pipes	"
Engine Room Skylights	Good
Coal Bunkers, Open'gs, Lids, &c.	"
Oil Bunkers	✓
Scuppers	"
Cargo Hatchways	"
Hatches	"
Planking of Wood Vessels	
Caulking ditto	
Treenails ditto	
Breasthooks & Stemson ditto	
Transoms Pointers, & Crutches ditto	
Timbers of Frame at openings ditto	
Ditto Ditto at other places ditto	
Stringers, Clamps & Shelfs ditto	
Salting ditto (State if examined.)	

Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year	
Boats (part exam'd)	Good
Masts, Yards, &c.	"
Condition, how ascertained (State if wedges removed)	from deck ✓
Sails	✓
Equipment letter	✓ B
Anchors, No. of	3B 1S
Chain Locker	Good
Cables (State if now ranged)	Yes
" length P.S. 105f. S.B. 105f. (on board)	mean diam. 1⅛-1½" 1½-1 5/16"
" Rule length 240	size ✓
Hawser & Warps	Sufficient
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 now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of *ss No.* 1–24.

This vessel as now seen is in an efficient condition and eligible in my opinion, to have the record of "Class Contemplated" Examined (in red) 1.41. Subject to the Boiler Room tank-end plate (P.S.) and floors (P.S.) together with f. castle shell plating and p.s. forward deck stringer plate + sheer strake plate (abreast No 1 hatch) being dealt with at the first convenient opportunity.

Is Certificate required? If so, to be sent to

Survey Fee (per Section 29) Gen. Exam.	£ 6 : 0 : 0	Fees applied for, 7 Feb 1941
Special Damage ~~or Repair~~ Fee (if any) (per Sec. 29)	£ 4 : 4 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ : :	
Second Surveyor's Fee (if any)	£ : :	

C. Moffatt. & C.A. Stocks

Surveyors to Lloyd's Register of Shipping.

FRI 7 MAR 1941

Committee's Minute

Character Assigned 100A1 Class. Contemplated

Write On (1.41 Off.)

" Off. S. 1.41

Blackness 1/56 Examined 1.41

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carried out at this time.

Temporary Repairs - Damage (1).

Fracture in stem bar cut out and made good by elec. welding.

S. castle deck plate (1) fitted with small doubling plate, elec. welded. (1)

P.S. upper deck stringer plate (fwd - abreast No 1 hatch) made tight by elec. weld. at the gunwale bar and a number of gunwale bar rivets made good by elec. welding. A number of started rivets in p.s. sheer strake plate and stem plating caulked and made tight.

3 bulwark stanchions (bulb plate) renewed. Permanent repairs to be carried out at the first convenient opportunity.

Permanent Repairs - Damage (2)

Steering engine deck house (aft)

" " " " 1 side plate & 1 top plate renewed. (2)

" " " " 1 boundary angle bar renewed.

" " " " 1 angle stiffener cropped & part renewed.

" " " " 1 bulwark plate renewed. (1)

How done - General Examination for "class contemplated."

Vessel placed on pontoon, the bottom & rudder cleaned, examined & coated. The rudder lifted and the pintle bushes placed in good condition. Anchors and cables ranged and examined. Examined steering gear chains, rods & pins and tried same under working conditions. Generally examined decks, holds, side bunkers, machinery spaces, hatchways, hatches, covers & fastenings, erections, machinery casings,

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight. Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers. (If Stockless, state Mechanical Test.)	Where and when tested and Superintendent.
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per Rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain or Steel Wire....											

N.B.—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

sents & coamings, and windlass.

Examined F.P. tank, A.P. tank and chain locker internally and found good. Examined Boiler Room tank internally and placed in efficient condition.

Tested No 2 db. tank (p.s.) and found good.

Repairs — wear & tear.

Side bunker (S.S.) 3 frames cropped and part renewed.

" " " 3 beam knees renewed.

" " " forward bulkhead plate (1) renewed.

Port of GARDIFF Continuation of Report No. 53442 dated 4th Feb. 1941 on the

Steel Sc. "Mari II".

Repairs — wear & tear (cont).

Boiler Room tank (P.S.) - the fwd tank-end plate found fractured at toe of reverse bar and now fitted with a substantial cement box.

Steering gear chains annealed and tested - Certificate sighted.

Bower Anchor (P.S.) shackle pin renewed.

Please note. 3 partly wasted floors in the Boiler Room tank (P.S.) could not be dealt with at this time; these together with the forward tank-end plate (P.S.) and the deferred damage repairs to stem plating and p.s. shell & deck plating abreast No 1 hatch are considered efficient for one year and should be specially examined and dealt with as may be necessary at the next General Examination.

The following parts now examined and found good, could in my opinion, be accepted as for Classification Survey:- Bottom & rudder (lifted), chain locker, Fore Peak tank (internally) Aft Peak tank (internally), steering gear with chains rods & pins. (but plating to be drilled)

Forwarded herewith is B.V. Certificate of Class No 100945 concerning this vessel, together with a Midship Section and General Arrangement plan. (Please return to us in due course).

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