

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th July 1951 When handed in at Local Office 10th July 1951 Port of Greenock

No. in Survey held at Greenock & Glasgow Date, First Survey 2nd APRIL 1951 Last Survey 13th JULY 1951

35834

Reg. Book 56515 on the Wood, Iron or Steel S. Steamer COULBEG

Tonnage: GROSS 5237 Built at Port Glasgow By whom Lithgow Ltd When 1940 MONTH 11

UNDER DK 4680 Owners NILE STEAMSHIP CO LTD Owners' Address 165 ST VINCENT ST. GLASGOW.

NET 3059 Managers GLEN & CO. Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? both Name of Dock Garnet & Elderslie Destined Voyage _____

Cell/D/Bor/D/Bea _____ feet; u/E & B _____ feet; f _____ fee

total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

Last Report, No. 50646 Port N.Y.R.

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).

+100AL with +LMC 2,47
freeboard 7.50 BS 5.50
SS 2,47. T.S.C.L. 9,49.

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 Supt. Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 2 1/4 ins.

Was a damage report made by anyone else? if so, by whom? U.W. J.W. Boyd.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Special Survey & Conversion to oil burning.

Now Done - A Damage stated to have been sustained through heavy weather on 11th, 12th, 17th, 18th & 19th December 1950 on a voyage from Portfolk Va to London.

Repairs: Main engines taken out of vessel & rivets through floor, reverse bars, intercostals & tank top renewed. Main engines replaced and afterwards tested. No 4 tank tested after repairs.

B Damage - stated to have been sustained through striking the knuckle of the Solway Loch entrance in the Manchester ship canal on 19th March 1951 on a voyage from Newport News to Manchester.

Repairs: No 4 plate on 'F' stake cropped, part removed, faired & replaced. Butt being welded.

No 4 plate on 'G' stake faired in place. One bulb angle frame faired in place, shell hose tested on completion of repairs.

Special Survey vessel placed in dry dock, bottom & rudder cleaned, examined, part sealed

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								<u>As per Report</u>
Removed and Faired or Repaired	1							
Faired or Repaired in place ...	1	1						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>good</u>			<u>good</u>				(State if on Port.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	<u>good</u>	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	<u>good</u>		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	<u>good</u>
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	<u>from report</u>
Frames	"	Have pumps been examined and found efficient?	<u>Yes</u>	Planking		(State if wedges removed.)	<u>at</u>
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	<u>None</u>	Caulking		Equipment letter	<u>3.1.</u>
Longitudinals		Have Watertight Doors been examined and found efficient?	<u>Yes</u>	Treenails		Anchors. No. of	<u>3.1.</u>
Transverse		Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson		Cables (State if now ranged)	<u>yes, 5.3</u>
Floors	<u>good</u>	Alr and Sounding Pipes	<u>good</u>	Transoms, Pointers & Crutches		" length <u>270</u> mean diamr. <u>7 1/8</u>	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length <u>270</u> size <u>2 1/16</u>	
Stringers	"			" " at other places		Chain Locker	<u>good</u>
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	"
Have the Tanks been examined internally?	<u>Yes</u>			Salting		Standing and Running Rigging	"
Have the Tanks been tested?	<u>Yes</u>						

General Observations, Opinion as to Class, Recommendation, &c. :- This vessel is in an

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 as No. 1-38."

offered condition & is eligible, in my opinion, to remain as classed and to have record of docking survey 7.51 and the notations of L.L. Guk. 7.51. & fitted for oil fuel 51. F.P. above 150°F without restrictions or endorsements.

Fee (per Section 29) 69: 0: 0 Fees applied for, _____

Special Damage or Repair Fee (if any) 25: 0: 0 Received by me, H Inglis

Travelling Expenses (if any) 20: 0: 0

Second Surveyor's Fee (if any) 5: 5: 0

Committee's Minute _____

Character Assigned 7.51 Gls.

55 Gls 7.51. DEL. ENDORSEMENT.

35 Rpt. Guk 5(N) 7.51 Fitted for oil fuel 7.51. F.P. above 150°F



Now. (Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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.)

Rpt. 9a.

Port of Glasgow.Continuation of Report No. 24466. dated 26th July 1951 on the

S. S. COLBEG

Special survey

as necessary, & recoated. Anchors & cables ranged & examined. Chain locker cleaned & examined & recoated. Shell plating in way of sidelights & ash shoot examined. All the double bottom tanks, & fore & aft peak tanks, cleaned out, scaled as necessary & examined. Tanks tested & recoated. Coal cross bunker, holds & tween decks, cleaned scaled & examined & recoated, bilges cleaned, examined & cement washed. Machinery space cleaned, examined & recoated. Decks, deckhouses, casings, hatches with closing appliances, ventilators with closing appliances, air & sounding pipes, crew spaces, stores & transom spaces, examined, scaled where necessary & recoated. Mast & rigging & general equipment examined see riggers report attached. Steering gear & auxiliary steering gear overhauled & tested. Windlass opened up & examined & tested. Watertight door to tunnel tested. Doubling plate verified in the sounding pipes. Bilge suction examined & bilges pumped. Ceiling over bilges & cargo battens overhauled & made good. It was not considered necessary to drill the shell plating or deck plating at this time.

Renewal freeboard survey carried out.

vessel undocked at Glasgow on July 11th 1951.

Repairs. A number of small indents on ^{starboard} side above bilge, faired in place. Indented shell plate ^{starboard} D.B. noted as amendment, faired in place.

Rudder lifted & pistles rebushed.

Underside of tank top plating in engine room scaled. & riveting (both flange) of reverse bars, intercostal top bars & centre girder top bars renewed where corroded.

6 ne plate under pumps renewed. & afterwards engine replaced & tested. Engine room tank tested on completion of repairs.

After peak deck covering over after peak tank wholly lifted, deck plating examined & drilled and doubled where found thin. The tank satisfactorily tested on completion & the deck covering relaid.

Transom space cleaned out & scaled & recoated & deck girders in way of rudder post renewed.

All deck steam pipes lifted & renewed where necessary. Deck & hatch sides in way scaled & recoated.

Hatches ends of hatch beams arranged to be fixed between flat bars & secured by bolts that they could not be accidentally lifted. Hatch beam angles faired as necessary. About 30 hatch covers on upper dk renewed & steel bands repaired. A number of hatch covers on second deck also renewed.

Casing plates in tween decks part renewed. Top of after deckhouse renewed. Locks & fastenings to doors & skylights overhauled.

Conversion to oil burning - The vessel has been converted to oil burning. arrangements have been made to carry oil fuel in Nos. 3 & 5 double bottom tanks & in the side bunkers in way of the boiler room.

Nos 3 & 5 double bottom tanks have been cleaned, scaled to bare metal, examined internally & afterwards satisfactorily tested with a head of water 18" above upper dk. All tank top landing edges reinforced by welding. gusset plates riveted to tank top, reinforced all round with welding. Centre girder examined & made watertight.

-COULBEG-

A cofferdam has been constructed at the after end of No 3 tank by blanking bunk holes & afterwards testing. Cofferdam at fore end of No 5 tank was fitted in the original construction. Bilge suction from these cofferdams connected to oil bilge range. Air pipes to oil fuel tanks fitted with gauge & Sec 20 of the rules complied with.

The side bunkers & h. have been drilled & examined. Bulkheads & stiffeners renewed as necessary & all butts & connections of new plates welded. The scantlings are in accordance with the approved plan forwarded herewith. All existing butts, seams & boundary bars have been reinforced by welding. Two dk frames cut, stringer plate part renewed & welded direct to shell. & brackets fitted to duty dk frames. Ash shoot has been removed. Watertight doors in boiler room bulkhead removed & bulkhead made watertight. Tanks afterwards tested to head 18" above upper dk & found satisfactory. Latall bars fitted at fore end & in boiler room. Wood cladding fitted at fore end & on top of these tanks. Air pipes fitted as approved & fitted with gauge. Sec 20 of the rules complied with.

Note The owners of this vessel have been changed. & the present owners are now the Nile Steamship Co Ltd

K. J. per test

