

OCT 31 1940

No. 63023

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23/10 1940 When handed in at Local Office 26 Oct 1940. Port of Glasgow
 No. in Reg. Book. Survey held at Ardrossan Date, First Survey 20.9.40 Last Survey 16th Oct 1940
 (No. of Visits 9)
824114 on the Wood, Iron or Steel S.S. ROWANBANK.

TONNAGE:— Built at Hong Kong. By whom Taikoo S.K. & P. Co. Ltd. When 1919 YEAR. MONTH. 10
 GROSS 5159. Owners Bank Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK 4767. Managers A. Wein & Co. Port belonging to Glasgow
 NET 3145.

Surveyed Afloat or in Dry Dock? afloat Name of Dock Ardrossan Destined Voyage ✓
 Cell/Dry Dock 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. 40305 Port N.Y.K.

(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.

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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION :- for postponement of Special Survey No. 2 for a further period of 6 months (See Wokingham letter, ref. "H." dated 13th Sept. 1940.

NOW DONE :- The following parts of the vessel have been examined generally + found in places in efficient condition:— Holds, - Tween decks, - Decks
 Peak spaces - Fore + aft Peak Tanks internally - Bridge space Bunkers -
 Engine + Boiler spaces - Crew spaces - Casings - Hatchways including fastenings
 covers + Tarpsaulins - Vent Coamings - Steering Gear including Rods,
 chains, blocks etc - General equipment.
 (Coal in lower Bunkers + no opportunity afforded for examination of spaces)

REPAIRS:-

DECK PLATING :- upper deck doubled at fore end of No. 1 Hatch full width of Hatchway.
 Bridge Deck doubled at fore end of No. 1 Hatch Bunker Hatch.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>Year</u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>not exam'd</u>	Boats <u>Good</u>
Rams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>not exam'd</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed.)
" " in way of sidelights <u>not exam'd</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>✓</u>
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>not exam'd</u>	Planking <u>✓</u>	Anchors, No. of <u>4</u>
Reverse Frames <u>not exam'd</u>	Have Sluice Valves been examined and found efficient? <u>not exam'd</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>no</u>
Longitudinals <u>not exam'd</u>	Have Watertight Doors been examined and found efficient? <u>not exam'd</u>	Treenails <u>✓</u>	" length <u>stated</u> mean diamr. <u>"</u> (on board <u>complete</u> size.)
Transverse <u>not exam'd</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	Chain Locker <u>not exam'd</u>
Floors <u>in the Peak Good</u>	Have Watertight Doors been examined and found efficient? <u>not exam'd</u>	Transoms, Pointers & Crutches <u>✓</u>	Hawsers & Warps <u>Good</u>
Keelsons <u>not exam'd</u>	Have Watertight Doors been examined and found efficient? <u>not exam'd</u>	Timbers of Frame at openings <u>✓</u>	Standing and Running Rigging <u>"</u>
Stringers <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>not exam'd</u>	" " at other places <u>✓</u>	Sails <u>not exam'd</u>
Inner Bottom Plating <u>in Holds " F&A</u>	Air and Sounding Pipes <u>not exam'd</u>	Stringers, Clamps & Shelves <u>✓</u>	
Have the Tanks been examined internally? <u>not exam'd</u>	Doubling Plates under Sounding Pipes <u>"</u>	Sailing <u>not exam'd</u> (State if examined.)	
Have the Tanks been tested? <u>No. 2 + 4 only</u>			

General Observations, Opinion as to Class, Recommendation, &c.:-

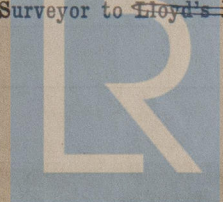
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 as now seen is in efficient condition + eligible in my opinion to remain as classed without fresh record subject to the S.S. No. 2 being completed by April 1941 + to the intended plating P.S. No. 1 Hold being dealt with as previously recommended also to special examination of E.R. Tank Top + Tank + necessary repairs carried out together with deferred repairs to E.R. after Bulkhead + Bunker Tween Deck Beam Knees at the Special Survey.
 (amend S.R. list.)

Survey Fee (per Section 29)	£ 10 : 0 : 0	Fees applied for, <u>29 OCT 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 3 : 3 : 0	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£ 1 : 10 : 6	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute GLASGOW 28 OCT 1940
 Character Assigned Deferred for No. 2 + C
Examined 10.40

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

S.S. ROWANBANK.REPAIRS (Contd.)

Nº 1 HOLD (Port) 17 Bilge Brackets renewed + Gussel angles in way.
 " 2 " " fitted with mouse angles
 " wing plate on after Bhd in way of Bilge renewed.
 " plate patch welded on margin locally at after end.
 " Rust bound rivets in Beam knees cut out + renewed
 " as necessary.

" (Starboard) 19 Bilge Brackets renewed + Gussel angles in way.
 Rust bound rivets in Beam knees cut out + renewed
 as necessary.

Nº 2 TWEEN DK (Port) After Bulkhead cropped at bottom + part renewed
 " " Rust bound rivets in Beam knees cut out + renewed
 as necessary.

Nº 2 HOLD (Port) 3 Bilge Brackets renewed.

Nº 3 TWEEN DK (Port) Rust bound rivets in Beam knees cut out + renewed
 as necessary.

Nº 3 HOLD Deck plates renewed at Port + Starboard sides of Staleh
 Engine Room Bulkhead doubled at bottom between
 Stiffeners

Nº 4 HOLD 4 Bilge Bkts + Tank side lugs renewed
 Pillar Bkts renewed or faired as necessary.

Nº 4 TWEEN DECK (Port) Rust bound rivets in Beam knees cut out +
 renewed as necessary.

AFT PEAK TANK 7 Beam knees (Port) + 6 (Starboard) renewed.

FOCLE DECK :- As a temporary measure the Focle Deck has
 been cemented over the plating being
 found thin under hammer test.
 It is recommended that special attention
 be given to plating at special survey.

STEERING GEAR :- Chams annealed.

Nº 1, 2 + 4. SB Tanks listed on completion of repairs
 + found satisfactory.

S.R. Lisi Vessel surveyed afloat. As opportunity afforded
 for exam^t of indented plating in No 1 Hold.

STEERING GEAR SPARES:- It was stated that all the prescribed
 spares are on board vessel.

T. R. R. R.