

REPORT OF SURVEY

Date of writing Report Dec 31st 1946 When handed in at Local Office Dec 31st 1946

No. in Reg. Book 85025 Survey held at Belfast Port of Belfast
Date, First Survey 20th Dec Last Survey 31st Dec
on the Wood, Iron or Steel S.S. WICKLOW HEAD (No. of Visits 3)

TONNAGE: Built at W. Hartlepool
GROSS 2888 Owners Walter S.S. Co. Ltd By whom W. Gray & Co. Ltd
UNDER DK. 2531 Managers J. Hays & Sons Owners' Address
NET 1691 (If not already recorded in Appendix to Report)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Hansen Dry Dock Port belonging to Belfast
Cell/D/Bor/D/Boa _____ feet; uE&B _____ feet; f _____ feet
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.—All alterations in the existing records should be underlined.
Last Report, No. 14070. Port Bel

PARTICULARS OF CLASSIFICATION (which must be inscribed precisely as in Register Book & Supplements)	
CHARACTER, Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (Including date of N.B., if any)
+100A.1. 11.45	+LMC MS11.45
S.S BEL N ^o 1-45	BS 5, 45
	CL 5, 45

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

Society's Freeboard (if assigned) as painted on Ship and now verified } 4 ft. 6 1/4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Equipment. Was a damage report made by anyone else? if so, by whom?

Now done:- Vessel placed in drydock, bottom & rudder cleaned, examined and recoated. Decks, casings, coaming, hatchways & closing appliances, N^o1 Hold, Machinery space, windlass & steering gear generally examined and found in good order. Annual freeboard survey carried out, marks verified and found correct.

Repairs etc:- Stream line plating on rudder post found fractured at top & centre on P&S sides now veed out and re-welded. New fore and main wood top masts fitted. Echo sounding device fitted at after end of N^o1 D. B. Tank on starboard side.

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

PRESENT CONDITION OF THE	
Decks <u>Good.</u>	Bulkheads <u>As seen good.</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good.</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>Good.</u>
" " in way of sidelights <u>✓</u>	Windlass <u>Good.</u>
Frames <u>As seen good.</u>	Have pumps been examined and found efficient? <u>✓</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>Yes.</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>
Stringers <u>✓</u>	Engine Room Skylights <u>Good.</u>
Inner Bottom Plating <u>As seen good.</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>
Have the Tanks been examined internally? <u>✓</u>	Oil Bunkers <u>"</u>
Have the Tanks been tested? <u>✓</u>	Scuppers <u>Good.</u>
	Cargo Hatchways <u>"</u>
	Hatches <u>"</u>
	Planking <u>"</u>
	Caulking <u>"</u>
	Treenails <u>"</u>
	Breasthooks & Stemson <u>"</u>
	Transoms, Pointers & Crutches <u>"</u>
	Timber Frame at openings <u>"</u>
	" at other places <u>"</u>
	Stringers <u>"</u>
	Shelves <u>"</u>
	Saltir <u>"</u>
	Copper, or Y.M. (State if on Felt.) When fitted, Month _____ Year _____
	Boats <u>✓</u>
	Masts, Yards, &c. <u>Good.</u>
	Condition, how ascertained <u>From deck.</u>
	Equipment letter <u>"</u>
	Anchors, No. of <u>3 & 1.</u>
	Cables (State if now ranged) <u>No.</u>
	" length <u>925 fathoms</u> mean diamr. <u>Starboard board</u>
	" Rule length _____ size _____
	Chain Locker <u>"</u>
	Hawsers & Warps <u>Good.</u>
	Standing and Running Rigging <u>✓</u>
	Sails <u>✓</u>

General Observations, Opinion as to Class, Recommendation
State clearly whether any and, if so, what alteration is suggested to be made in the this survey, thus, for example:—"to remain as classed in the survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the note
This vessel as far as now seen, is eligible for fresh record of survey, 12-46 subject being dealt with at Owners convenience

Survey Fee (per Section 29)	£	:	:	F
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	
Committee's Minute				
Character Assigned				<u>12,46 B</u>

FRI 31 JAN 1947



... compliance with circular No 1720, scheme 2, vent
 B. Tank but no air pipe fitted from cox. tank on
 and tank tested under pressure and found satisfactory.
 Door fitted to Engine Room bulkhead to tunnel strongly
 constructed and connected to the bulkhead. The extended shafting
 is worked from the Bridge deck level and screw is gun-metal
 nut, also an indicator is fitted. Exam: & tested on completion
 & found satisfactory,
 Other minor repairs effected.

S.R.L. Indented plating etc (P.S) and tunnel plating, etc not dealt
 with at this time, now examined and found to continue efficient.
 The Owners state that the 4 1/2 fathom of cable has been ordered.
 Spare bower anchor now placed on board and marks verified
 with certificate (see below for details) and this item should now
 be deleted from the S.R.L.

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

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
49655	2nd "															
	3rd "	39	1	-	-	-	35	5	2	14			Stockless	Byers & Co	Dumfriesland 6th July 1946 J.W. Dovey.	
	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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Length.	Diam.	Tons	Cwts.				qrs.
Iron Stream Chain } or Steel Wire }													

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.