

S.S. "Oak Standard"

Forward Tween deck side tanks, continued:-

drop valves fitted as in other tween deck tanks. ^{stiffeners and ribs}
minor fittings in new tanks as necessary.

Robert Langlands.

S.S. "Baker Standard"

Damage repairs continued:-

and 7 rivets as same recommended;
 1/2 ft. forward, doubled and F1 renewed; seams & bulkheads caulked in place; Port side, F2 forward, renewed and 2 frames in way joined in place; 1/2 ft. port joined in place and doubled, 3 frames joined in place; several rivets aft renewed and caulking made good. Rudder lifted and repaired and 5 rivets renewed; stuffing box repaired and 1 plate renewed. Rivets renewed in forepeak, oil tanks and cofferdams - about 200 in all; seams & bulk of No. 2 caulked in place; one doubling plate fixed on No. 4 between 1 to tank & 2 doublings on No. 4 between 2 to 3 tanks; one bulkhead plate on port side and 2 on starboard side in after well renewed and rail moldings in way of these part renewed, & minor repairs.

W.P.T. repairs:- 4 doubling plates fixed on upper deck abt. Bridge and one deck plate renewed on starboard side forward; a number of broken rivets in decks renewed; one bridge side plate (port side) renewed; windlass repairs and several studs in chain cables renewed; wheel chains annealed and repaired; steering engine lifted on 7 frames and bed elements; wood deck in chest & wheel house part renewed; small doubling fixed in No. 3 tank in A stowage over galley pass.

Following form:-

Makers.	Where and when tested by Superintendent.

When and where tested and by Superintendent.

When and where tested and by Superintendent.

Alterations for the carrying of additional oil, in fact, twelve decks and in cross bulkhead space aft. (See appended plan herewith).

Cross bulkhead. Side fore and aft bulkheads door openings closed by riveted plates and bulkheads stiffened by additional vertical angles and brackets fixed at tops & bottoms of all stiffeners equivalent to fore aft No. 2 in other oil tanks; 2 watertight doors in cofferdam No. 4 removed and plates riveted over openings with 2 stiffeners on each; water-tight doors through after cofferdam No. 4 into stokehold removed and riveted plates fixed on both Nos. of cofferdam; horizontal L stiffeners where cut in way of aforementioned door bridges by flanged plate and angle; 3 expansion hatches 5'0" high fixed on upper deck, of 3/16" plate with angle stiffeners & cross ties; suction pipes extended from pump room to new tank and after cofferdam.

Fore, twelve decks side tanks part & starboard. An oil-tight No. 4 fixed in twelve decks, in position shown on plan, stiffened by web plate and angles, equivalent to other similar bulkheads and a wash tank fixed in this tank in position shown; 4 expansion hatches 5'0" high fixed on upper deck properly stiffened.

Date of writing Report 10 July 1953 When handed in at Local Office 11 July 1953 Part of Newark

No. in Reg. Book. *Survey held at* *Chippewa man* *Date, First Survey* *5 June* *Last Survey* *30 July* *1933*

No. in Reg. Book. 5 Survey held at Imperial man Date, First Survey 5 June Last Survey 20 July 1933
on the Wood, Iron or Steel S.S. "Becku Standard" (No. of visits) 22 Master L. B. Brown

TONNAGE:-	Built at	By whom	When	YEAR.	MONTH
GROSS 2408	Newcastle	See note. Armstrong Mitchell	1893		
UNDER DEK. 8335	Owners	Assiniboia Oil Company	Port belonging to	Swansea	
NET 2245	Owners Address	1 G. G. Jacobs & Co. mps			

(If not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Bow Name of Dock Alex. Dry Dock Destined Voyage Pass

1=CellDBorDBa feet; uE&B feet; f feet;
 vacitu tons; FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and the inner bottom plating, especially in the boiler space.

Report, No. 74783 Port

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; as being detailed in the body of the report, should be summarised in the form shown below. Whenever the loss of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on 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.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 <i>up dx</i> 4, 12		+ L.M.C. 1, 11
<i>Catagory periodical in dx</i>		<i>72 S.</i> 5, 12
S.S.S.H. N ^o 3 - 5, 06		<i>NS</i> 5, 12
S.S.S.H. N ^o 1 - 11		<i>N.B.</i> 07
Society's Freeboard (if assigned) as painted on Ship and now verified		ft. in.

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 why they were not. yes : not required Was a damage report made by anyone else? If so, by whom? Salvage boss

OR EXAMINATION AS PER RULE, FOR Damage states sustained through grounding at Philadelphia on 10th May, 1913; by Heavy Weather during voyage from on to Philadelphia on 24th Mar, 1913 and other dates; also operations necessary in transforming after cross bunkers and one 'tween space (port + starb.) into additional oil tanks - see appended plan sheet. No damage done through collision with steamer "Petrok" (see how P.P.P. done) - Dredge dry-docked and bottom and under cleaned, examined. Oil tanks, cofferdams and forepeak opened up and examined, rivets and tanks and cofferdams and forepeak checked after completion of repairs found satisfactory. Repairs: - Shell, starb. nos 2 + 3 from aft in 'B' stake part doubled and

OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
red		✓	✓	/	/	/	/	/	Caulking; rivets; bulbs +
red and Paired or Repaired		✓	✓	/	/	/	/	/	nails; 2 H. donkeyings; 3
d or Repaired in place		6	8	/	/	/	/	/	bulbs + nails + minor
CONDITION OF THE									
Decks	"	Stringers							
"	"	Inner Bottom Plating							
"	"	State if Tanks have been examined inside							
"	"	State if Tanks now tested							
"	"	Bulkheads							
"	"	Ceiling							
"	"	Cement or Asphalt (State which.)							
"	"	Rudder							
"	"	Steering gear and its connections							
"	"	Windlass							
"	"	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?							
"	"	(State if examined)							
DBLING PLATES UNDER SOUNDING PIPES		Dblng. Plates under Sounding Pipes							
ENGINE ROOM SKYLIGHTS		Engine Room Skylights							
COAL BUNKERS, OPEN'GS, LIDS, &c.		Coal Bunkers, Open'gs, Lids, &c.							
SCUPPERS		Scuppers							
CARGO HATCHWAYS		Cargo Hatchways							
HATCHES		Hatches							
PLANKING OF WOOD VESSELS		Planking of Wood Vessels							
CAULKING		Caulking ditto							
TRENNAILS		Trenails ditto							
BREASTHOOKS & STEMSON		Breasthooks & Stemson ditto							
TRANSOMS, POINTERS, & CRUTCHES		Transoms, Pointers, & Crutches ditto							
TIMBERS OF FRAME AT OPENINGS		Timbers of Frame at openings ditto							
DITTO DITTO AT OTHER PLACES		Ditto ditto at other places ditto							
STRINGERS, CLAMPS & SHELF		Stringers, Clamps & Shelf ditto							
SALTING		Salting ditto							
COPPER, OR Y.M. OF WOOD VESSELS		Copper, or Y.M. of Wood Vessels							
WHEN PUT ON, MONTH		When put on, Month Year							
BOATS		Boats							
MASTE, YARDS, &c.		Maste, Yards, &c.							
CONDITION, HOW ASCERTAINED		Condition, how ascertained							
(STATE IF WEDGES REMOVED)		(State if wedges removed)							
SAILS		Sails							
EQUIPMENT LETTER		Equipment letter							
ANCHORS, NO. OF		Anchors, No. of							
CABLES (STATE IF NOW RANGED)		Cables (State if now ranged)							
" LENGTH		" length							
(ON BOARD)		(on board)							
, EULE LENGTH		, Eule length							
(PER TONNE 30 OR 31)		(per tonne 30 or 31)							
HAWSER & WARPS		Hawser & Warps							
STANDING & RUNNING RIGGING		Standing & Running Rigging							

al 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 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 y, 1,09," or "to remain as classed and to have record of survey, 1,09, and the notations of *as No. 1-09 and ptND09, &c.*"

A vessel is eligible in my opinion to remain declassified
with fresh review of study 7.12.1961

The note in Special Reasons List may now be deleted

Survey Fee (per Section 33)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) *Rs. 100*

Second Surveyor's Fee (if any) _____

Fees applied for.

July 11 1912

Received by me,
15/5/1

7/7/19

R. Langlands

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minutes

Character Assigned

100-111 W.
carrying spar dk.
petroleum in bulk
B. 613