

REPORT of SURVEY for REPAIRS, &c.

Date of writing report... 20-6-57 When handed in at Local Office... 20-6-57 Port of BOMBAY
 Survey held at BOMBAY Date, First Survey 17-6-57 Last Survey 20-6-1957
 on the ~~Wood, Iron or Steel~~ M.V. "BRITISH CHARACTER" (No. of Visits 2)

GE:— Built at Newcastle By Whom Swan Hunter & Wigham When 1941 - 12
 8461 Owners B.P. Tanker Co. Ltd. Owners' Address Rechdn.
 4814 Managers Port belonging to London
 (If not already recorded in Appendix to Register Book).

float or in Dry Dock? Afloat Name of Dock Harbour Destined Voyage
 D Bor D Ba feet; uE&B feet; f feet
 ity tons. FPT tons; APT tons; MT feet tons
 Particulars of Classification (which must be inserted precisely as in Register Book and Supplements.)

alterations in the existing records should be underlined.
 vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined.
 amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating
 the boiler space.

Report, No. 1035 Port Free.

veys, when held must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs,
 in detail the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of
 be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report,
 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should
 stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this

ases where the Surveyor has not made a special damage report he is required to state whether he offered

ices for this purpose and to whom and why they were declined OFFERED & DECLINED Society's Freeboard (if assigned) as
 painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? NOT KNOWN

IS, OR EXAMINATION AS PER RULE, FOR DAMAGE

amage stated to have been sustained at KWINANA, Western Australia on 28-5-57 when vessel's bow
 contact with the quay wall.

for further particulars see Log Books.

It was stated that Lloyds Surveyor examined damage at the time and recommended further examination
 on bar and stem plating at Bombay and repair as necessary.

DONE: Examined damage bow and found stem bar set back at 27'-6" draft mark, the stem plating
 and Starboard at 1st & 2nd strakes below sheer buckled at first frame space.

Internal examination of fore peak tank revealed that the 1st frames Port and Starboard were set
 the 1st breasthook below the tank top buckled and fastenings found slack. A number of rivets
 breasthook angles and shell plating in way found slack. P.T.O.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
ewed								
oved and Fair'd or Repaired								
red or Repaired in place								

CONDITION OF THE

State if Tanks have been examined inside.	Air and Sounding Pipes.....	Copper, or Y.M. of Wood Vessels..... (State if on Felt.)
State if Tanks now tested.	Db'ing. Plates under Sounding Pipes.....	When put on, Month..... Year.....
Bulkheads.....	Engine Room Skylights.....	Boats.....
Ceiling.....	Coal Bunkers, Open'gs, Lids, &c.....	Masts, Yards, &c.....
Cement or Asphalt (State which.)	Oil Bunkers.....	Condition, how ascertained.....
Rudder.....	Scuppers.....	(State if wedges removed.)
Steering gear and its connections.....	Cargo Hatchways.....	Sails.....
Windlass.....	Hatches.....	Equipment letter..... d f
Have pumps now been examined and found efficient?	Planking of Wood Vessels.....	Anchors, No. of.....
Have Sluice Valves now been examined and found efficient?	Caulking..... ditto.....	Chain Locker.....
Have Watertight Doors now been examined and found efficient?	Treenails..... ditto.....	Cables (State if now ranged).....
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson..... ditto.....	Cables length..... mean diamr..... (on board)
	Transoms Pointers & Crutches..... ditto.....	Cables Rule length..... size.....
	Timbers of Frame at openings..... ditto.....	Hawser & Warps.....
	Ditto Ditto at other places..... ditto.....	Standing and Running Rigging.....
	Stringers, Clamps & Shells..... ditto.....	
	Salting..... ditto.....	
	(State if examined).	

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 and pind 24, &c."

This vessel is eligible in my opinion to remain as classed without fresh record of survey.

Subject to damaged stem bar and stem plating at 1st & 2nd strakes below sheer being specially
 examined and dealt with as found necessary by the end of November 1957.

Survey Fee (Per Section 29).....£
 Special Damage or Repair Fee (if any).....£ 200/-
 (Per Sec. 29).....£ 16/-
 Travelling Expenses (if chargeable).....£
 Second Surveyor's Fee, if any.....£

Fees applied for,
 20-6-1957

Received by me,
 19.....

Surveyor to Lloyd's Register of Shipping.

Is Certificate required? If so, to be sent to.....

Committee's Minute
 Signed
 Harder Assigned

THURSDAY 18 JUL 1957

Deferred for ep.s.s (by 5.58)

"BRITISH CHARACTER"

It was not possible to obtain berth in Bombay for permanent repairs.

TEMPORARY REPAIRS CARRIED OUT:

Slack rivets and seams in way of damaged stem bar and stem plating welded externally.

Transverse stiffening fitted by welded plates between 1st & 2nd frames. A substantial cement box made, the after side being completely enclosed by 3/8" plate at the 1st frame, from fore peak tank top to 1st breasthook, and at the 2nd frame from 1st breasthook to 2nd breasthook below.

On completion of temporary repairs the stem plating was hose tested and found sound and tight.

It is submitted that damaged stem bar and stem plating at 1st and 2nd strake below sheer be specially examined and dealt with by the end of November 1957 (5 months limit).

In the meantime temporary repairs considered efficient.

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

ANCHORS.

[illegible]

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.