

Rpt. 8

Port FALMOUTH

No. 14072

Date of writing Report 18th July, 1961. When handed in at Local Office

Received London

Survey held at River Fal.

No. of Visits 1

First Date and 19

Last Date 10th July 1961.

# REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

04997

on the Iron or Steel M.S.

S.S.

"BRITISH FERN"

Tons gross 8582

Year

Month

Built at

Sunderland

By Whom

Sir. J. Laing & Sons Ltd.

When

1947

Owners

BP Tanker Co. Ltd.

Owners' address

(If not already in R.B.)

London

Managers

Port of Registry

Surveyed Afloat or in Drydock

Afloat

Name of Dock

River Fal anchorage

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 13214

Port Fal

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.		Machinery	
*100 A1	Oil tanker	LMC -CS	9,55
SS	9,55	d	4,58
DS	4,58	TS(CL)	6,57
		SPS	9,55

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR TOWING TO PORT IN U.K. IN BALLAST TO BE BROKEN UP

The ship afloat, the shell plating above waterline, decks, hatch and vent coamings, super structures and casings and all closing appliances, windlass and bower anchors examined and considered satisfactory for the intended voyage.

The Owners stated that the ship would be towed without main engines or auxiliary power on board and that it was understood that the towing arrangements were not the responsibility of the Society.

Copy of Interim Certificate attached.

CONTINUATION OVER/OR SHEET 2

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

Has a Survey also been held on machinery of the Ship? no

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

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship so far as now seen is eligible to be towed to a port in the U.K. in ballast, to be broken up.

K. A. Adamson

Surveyor to Lloyd's Register of Shipping  
K. A. ADAMSON.

Date of Committee

MONDAY 31 JUL 1961

Minute

(Retain "Laid up. Survey on class 9.59")

20m, 4,61 T. (MADE AND PRINTED IN ENGLAND)

Write Fal.



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Lloyd's Register

002568-002576-0192

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
'Tween Decks		Side Tanks		
		Wing Tanks		
Fore Peak Spaces		Other Tanks		
After " "				
Engine Space		Cargo Tanks (Tankers)		
Boiler "				
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers				
Chain Locker		Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?  
 Have the bilges been cleaned out and examined? Has cement in bottom been examined?  
 Has steelwork had rust removed and afterwards been recoated as necessary?  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?  
 Has a Load Line Survey been held? If so, state which If so, Report 8(Dr) to be attached  
 Have the shell and deck plating been drilled as per Rule?  
 Have any alterations to the approved scantlings and arrangements now been effected? If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary) examined and found	" length mean diam. (on board)
Floors	Windlass examined and found	" Rule Length Size
Keelsons	Pumps " "	Hawsers and Warps
Stringers	W.T. Doors " " "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee £10. 10. 0.  
 Special Damage or Repair Fee (if any)  
 Travelling Expenses (if chargeable) 5. 0.  
 Second Surveyor's Fee (if any)  
 Date when A/c. Rendered 19th July, 1961

