

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 8 " 1948 When handed in at Local Office 19 " 1948 Port of LIVERPOOL  
No. in Survey held at Birkenhead Date, First Survey 3/8/48 Last Survey 9/9/1948  
Reg. Book. 59465 on the Woody Iron Steel S.S. "FORT STEVENS".  
(No. of Visits 28)

TONNAGE:— Built at Mobile, Ala. By whom Alabama D.D. & S.B. Co. When 1944  
GROSS 10639 Owners British Tanker Co. Ltd. Owners' Address  
UNDER DK. 9489 (If not already recorded in Appendix to Register Book)  
NET 6274 Managers Port belonging to London.

Surveyed Afloat or in Dry Dock? Both Name of Dock Clares Dock Destined Voyage  
Cell D B or D B a feet: u E & B feet: f feet: Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)  
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. Port

(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 9 ft. 2 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY FOR CLASSIFICATION

Vessel in drydock, Shell plating, rudder cleaned, examined & recrated.  
Rudder lifted. Trunks, decks, lower decks, machinery spaces, under engines  
boilers, all main cargo tanks, cofferdams, fore & aft peak tanks internally,  
fore & aft peak spaces, all double bottom tanks internally, pumprooms,  
plating under sidelights, anchors & cables (rings) casings, hatchways & closing  
appliances, air sounding pipes, masts rigging, windlass, steering gear,  
ventilators, chain locker, hand pump, general equipment & boats examined.  
Freeboard verified.

All main cargo tanks, oil fuel wing & fore deep tanks, fore & aft peak tanks &  
all double bottom tanks tested. P.F.O.

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

PRESENT CONDITION OF THE	Good.	Good	Good	Good	Good	Good	Good	Good
Decks		Bulkheads		Engine Room Skylights		Copper, or Y.M.		
Caulking of Decks	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Foot)		
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year	
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.		
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained		
Frames	"	Have pumps been examined and found efficient?	"	Planking	"	(State if wedges removed.)		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Equipment letter		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Anchors, No. of	3-1.	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	"	Breasthooks & Stemson	"	Cables (State if now ranged)		
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	"	" length 270 fms mean diamr. 2 1/2 in.		
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" Rule length size		
Stringers	"			" " at other places	"	Chain Locker		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawsers & Warps		
Have the Tanks been examined internally?	"			Siding	"	Standing and Running Rigging		
Have the Tanks been tested?	"			State if examined.		Sails		

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, is in good condition, and is eligible in my opinion, to be classed 100A1 in the register book, with fresh record of survey and notation of S.S. Bkn. 10/48. Subject as previously recommended.

Survey Fee (per Section 29)	£ 147: 0: 0	Fees applied for,	10 NOV 1948
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 48: 15: 0	Received by me,	
Travelling Expenses (if chargeable)	£ 6: 6: 0	19	
Second Surveyor's Fee (if any)	£ 2: 2: 0		

Committee's Minute LIVERPOOL 16 NOV 1948

Character Assigned 100A1 Carrying Petroleum in Bulk  
Classed 9.48. 9.48 BKN. S.S. BKN. 9.48. LMC 2.48  
Subject B.S. 9.48. Fitted for oil fuel F.P. above 150°F



## REPAIRS.

bores at fore and aft ends of longitudinal bulkheads in way of main cargo tanks repaired in accordance with approved methods.

main center cargo tank webs reinforced with 12" x 4" channel  
stiffness where disturbed.

Other minor repairs effected.

## MODIFICATIONS.

2. *Redden* main price better & better & found satisfactory

Break of rubber plating reinforced with fabricated angles P. & S.

The permanent repairs & modifications were carried out in accordance with London Letter approved Plans & specifications & are considered satisfactory.

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.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	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.

[illegible]

S.R.L. Shell plates hos. 4 - 5 "F" strakes (40%) cracked & part renewed (in way of long strap.)

The remaining indented plates examined & found to contain efficient means.

EQUIPMENT. It was stated that 60 fathoms of cable had been ordered & would be supplied at the first opportunity.

Licence verified & work checked on board.

Vessel undocked. 15<sup>th</sup> Sept 1948.