

Rpt. 8.

(Received at London Office)

19 JUL 1950

No. 131232

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th July 1950 When handed in at Local Office 10 Port of LIVERPOOL
 No. in Reg. Book 22740 Survey held at BIRKENHEAD Date, First Survey 13/4/50 Last Survey 16/6/1950
 on the Wood, Iron or Steel S.S. "PROSPECTOR" (No. of Visits 21)

73176 6165.0 TONNAGE 6205 Built at Port Glasgow By whom Lithgows, Ltd. When 1944 MONTH 1
 UNDER DK 5546 Owners Charente S. S. Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book)
 NET 3647 Managers T. & J. Harrison Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? BOTH Name of Dock CANNELL LAIRS Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

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. 119583 Port Lon

(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.)

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 YES OWNERS' REP. Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 4 ins.

Not Required.

Was a damage report made by anyone else? if so, by whom? No.

AIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE - CONDITION - O.F. CONVERSION.

Damage stated to have been sustained due to:

1. Grounding at Mobile in 12/1948.
2. Cause unknown.

DONE - Hull placed in dry dock, shell plating, rudder, cleaned, examined and found or placed in good condition and recoated.

Dicks, coamings, companionways, ventilators, hatchways and closing appliances, steering gear and winches, examined and found or placed in good condition.

MAJOR DAMAGE. (1.) - 3 lengths of bilge keel P.S. sides removed, faired + refitted and

ARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								3 lengths bilge keel faired in place
Removed and Faired or Repaired		✓	✓	✓	✓	✓	✓	And 3 lengths removed, faired and refitted.
Faired or Repaired in place	1							

NT CONDITION OF THE	Efficient	Where he.	Efficient	Engine Room Skylights	Efficient	Copper, or Y.M.	(State if on Felt.)
ing of Decks	✓		✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	Year
gs	✓		✓	Oil Bunkers	✓	Boats	Efficient
& Fastenings	Where he.	✓	Efficient	Scuppers	✓	Masts, Yards, &c.	✓
Plating	✓		✓	Cargo Hatchways	✓	Condition, how ascertained	from deck.
" in way of sidelights	✓		✓	Hatches	✓	(State if wedges removed.)	Equipment letter
Where he.	✓		✓	Planking	✓	Anchors, No. of	3 + 1.
e Frames	✓		✓	Caulking	✓	Cables (State if now ranged)	
adinals	✓		✓	Treenails	✓	" length	mean diamr.
erses	Where he.	Efficient	✓	Breasthooks & Stems	✓	" Rule length	size.
ns	✓		✓	Transoms, Pointers & Crutches	✓	Chain Locker	Not he.
rs	✓		✓	Timbers of Frame at openings	✓	Hawsers & Warps	Sufficient
Bottom Plating	Where he.	Efficient	✓	" at other places	✓	Standing and Running Rigging	Efficient
he Tanks been examined internally	PART		Efficient	Stringers, Clamps & Shelves	✓	Sails	✓
he Tanks been tested?	PART TESTED.		Efficient	Salting	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 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 as No. 1-38."

This vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as classed with fresh record of survey 6.50, subject as previously recommended, and notation "Fitted for oil fuel 6.50 with flash point above 150°F" inserted in the Register Book - also E.S.D. Permanent B - as previously recommended.

Survey Fee (per Section 29)	O.F. Conversion	52: 10: 0	Fees applied for,
Special Damage or Repair Fee (if any)		4: 4: 0	13 JUL 1950
Travelling Expenses (if chargeable)	Repairs	10: 10: 0	Received by me,
Second Surveyor's Fee (if any)	Pl. Attendants	15: 15: 0	19
		7: 6	

Committee's Minute. LIVERPOOL 18 JUL 1950
 Character Assigned 6.50 BKN. Subject (With endorsement)
Fitted for Oil fuel 6.50 F.P. above 150°F.
E.S.D. T.S. 4.50.

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

002717-002724-0195 1/3

RR & BAR.

In view of Commission to O.F. particular attention was paid to the condition of shell riveting in way of new bunkers laid to the tank top riveting under the boilers. All scrubbed rivets on shell were cut out and renewed, and a considerable number of pitted rivets were found under the boilers, which were renewed. All together approximately 13,000 rivets were cut out and renewed.

O.F. CONVERSION - Arrangement of tanks as follows:- for Carriage of O.F.

Side bunkers, P.S. between frs. 88 and 98 - one tank P.S.
One settling tank each side at aft end of side bunkers - frs. 83 to 88
Double bottom between frs. 83 to 98 - (at present no. 3 O.B. tank.)
Double bottom between frs. 98 to 113 - (at present part of no. 2 O.B. tank.)

Com. Brakes	wing P.S.	fr. 98 1/2	113	556	Tons O.F.
"	"	cutting Brakes	"	310	" "
"	"	P.S.	" 88 1/2	172	" "
Side Brakes	"	"	" 83	94	" "
Settling Brakes	P.S.	"	" 83	142	" "
O.B. Brakes	"	"	" 98	142	" "
			-113		

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												
	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.

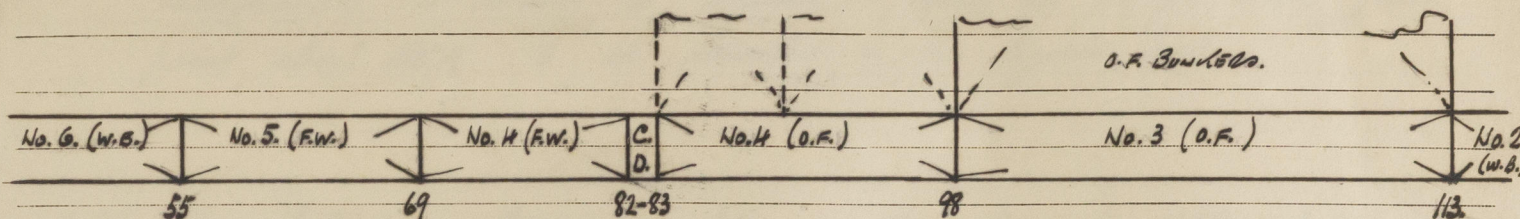
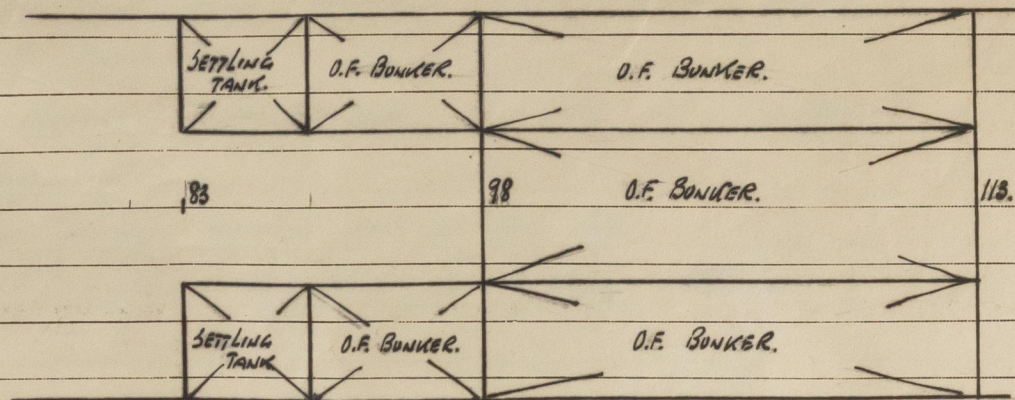
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O. B. tanks rearranged as shown in sketch.

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— PLAN VIEW - ARRANG^t OF
O.F. BUNKERS. —



Existing structure removed - Bulkheads 98 and 113 from tank top to lower deck, side coal bunkers, deck plating, girders and hatch beams.

main O.F. bunkers constructed between fcs. 98 and 113 - side bunkers and settling tanks P.S. between 83 and 98, all in accordance with approved plans and Section 20 of the Rules.

air and sounding pipes, wood sheathing over settling tanks, and saw-all fitted to tank top round bunkers and settling tanks in boiler room, all in accordance with Rule Requirements.

No sheathing on hold bulk head - (All welded including boundary bars.)

Heating Coils fitted to all bunkers.

3 main bunkers, side bunker and settling tank P.S. sides pressure tested to Rule Requirements and found satisfactory.

Heating coils satisfactorily tested.

New Link ends constructed at sta. 113, 82 and 55.

existing tank built at frs. 98 and 83 reinforced with welding
at two of frames and new frames.

For new arrangement of timbers see above sketch.

Single riveted seams of tank top plating in way of Nos. 3 and 4
D. B. tanks reinforced with welding.

where tanks converted for the carriage of oil fuel, at various
structures chipped to bare steel.

Additional air and sounding pipes fitted - all in accordance with Rule Requirements.

nos. 2-3-4-5 and 6 D.B. trucks satisfactorily passure listed
to Rule Requirements

Heating coils in hrs. 3 and 4 O.B. tanks satisfactorily tested.

Port of LIVERPOOL.Continuation of Report No. 131232 dated16/6/50

on the

5.5. "PROSPECTOR"

All new and replaced bilge suction satisfactorily tested upon completion of conversion.

His pipes and closing arrangements on deck in accordance with Rule Requirements.

Annual load line survey carried out at this time.

Report C. 11 (Cont^d) issued to ship and copy attached to this report.

The conversion from coal burning to oil fuel has been carried out satisfactorily to enable to notation "Fitted for oil fuel - 6.50 flash point above 150°F" to be inserted in the Register Book.

5.6. Cargo battens - Owners unable at this time to obtain sufficient timber to bring the ship side sparring up to Requirements - they state however that this item will be dealt with as soon as possible. Inasmuch it is recommended that item continues to be recorded as a subject.

"Endorsement B." - Indents in tank top plating in Nos. 1-2- and 4 holds specially examined and found to remain efficient, and it is recommended that they continue to remain as recorded with repairs at Owners' convenience.

H. H. H. H. H.