

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9-11-53 When handed in at Local Office 11 NOV 1953

Port of NEWCASTLE-ON-TYNE

No. in Survey held at HEBBURN ON TYNE

Date, First Survey 27th June/53 Last Survey 6th November 1953

Reg. Book 51934 on the Wood, Iron or Steel

"ARNDAL"

(No. of Visits 12)

TONNAGE :-
GROSS 8503
UNDER DK 7423
NET 5011

Built at NEWCASTLE

By whom SWAN HUNTER & WIGHAM RICHARDSON

YEAR 1937

MONTH 9

Owners THE ADMIRALTY

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock PALMERS, HEBBURN CO

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. 22998 Port LTH

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

Machinery and Boiler Surveys (Including date of N.B., if any).

+ 100 A-1. 3-52 + LMC. C.S. 1-52

S.S. NWC. 1-52 D.B.S. 1-52

T.S.C.L. N. 8-51

Carrying Petroleum in Bulk

OIL ENGINES.

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 8 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DOCKING.

OIL ENGINES

NOW DONE :-

CONTINUOUS SURVEY

Vessel placed in dry dock, bottom, sides and rudder (lifted) cleaned examined and recoated, anchors and cables ranged and examined.

Weather decks, casings, superstructure bulkheads, hatch coamings and closing appliances, steering gear (main and auxiliary) windlass and equipment generally examined and found satisfactory.

Annual Freeboard Survey held.

Found on examination, Keel plates Nos 1 and 2 from forward slightly set up between

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Fair'd or Repaired in place ...	✓	✓	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE

Decks good
Caulking of Decks "
Coamings "
Beams & Fastenings not examined
Outside Plating efficient
" " In way of sidelights not examined
Frames not examined
Reverse Frames "
Longitudinals "
Transverses "
Floors E.R. O.B. only "
Keelsons "
Stringers "
Inner Bottom Plating "
Have the Tanks been examined internally? NO.
Have the Tanks been tested? NO.

Bulkheads not examined
Ceiling "
Cement or Asphalt "
Rudder externally good
Steering gear and its connections good
Windlass externally good
Have pumps been examined and found efficient? NO.
Have Sluice Valves been examined and found efficient? "
Have Watertight Doors been examined and found efficient? on deck good
Have Ventilators and their Coamings been examined and found efficient? good
Air and Sounding Pipes good
Doubling Plates under Sounding Pipes not examined

Engine Room Skylights good
Coal Bunkers, Openings, Covers, &c. "
Oil Bunkers not examined
Scuppers good
Cargo Hatchways "
Hatches "
Planking "
Caulking "
Treenails "
Breasthooks & Stemson "
Transoms, Pointers & Grutches "
Timbers of Frame at openings "
" " at other places "
Stringers, Clamps & Shelves "
Sailing "
State if examined

Copper, or V.M. (State if on Felt.)
When fitted, Month Year
Boats "
Masts, Yards, &c. good
Condition, how ascertained from deck (State if wedges removed) no.
Equipment letter dt
Anchors, No. of 38 & 15.
Cables (State if now ranged) yes
" length 300 mean diam. 2 7/16"
" Rule length 300 size 2 7/16"
Chain Locker good
Hawsers & Warps Sufficient
Standing and Running Rigging good
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 as No. 1-38."

This vessel so far as now seen, is eligible in my opinion to remain as classed with fresh record of drydocking 10-53, subject to Keel plates Nos 1 and 2 from forward, Bilge strakes amidships (P.S.) and Prop side plating (S.S.) being dealt with as necessary at next special survey.

Survey Fee (per Section 23) £ : :
Special Repair Fee (if any) (per Sec. 23) £ 5 : 0 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Fees applied for, 8 NOV 1953
Received by me, J. R. Brown

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUESDAY 22 DEC 1953

Character Assigned

10, 53

DBS7,53

002754-002761-0114

Lloyd's Register Foundation

No repairs were effected to these indents at this time, which it is submitted could be left until Owners convenience.

Anchors and cables ranged in dock bottom and examined, two outboard lengths transferred to inboard P. & S.

Starboard anchor crown pin and 2 bolts, and shackle pin renewed
Portside anchor crown pin bolts and shackle pin renewed.

Fractured bulwark plating at aft end of bridge house (P.S.) red out and rewelded. Freeing port opening (P.S.) fractured at corners, doubling plate fitted at forward corner, and bulwark cropped and port renewed in way at after corner.

A number of odd rivets hardened up and minor repairs carried out.

Vessel undocked. 30-10-53.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, KIL. 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 "																
	Collection Weight																
	Stream.....																
	Kedge																

* When a bower anchor is specified it is to be tested.

If Patent state name of Patentee.

Stockless, state Mechanical Test

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

[illegible]

At the request of the Owners Superintendent an examination was made internally of the double bottom tank under the engines (Port & starboard) including the inner bottom for possible damage, on account of trouble with the crankshaft bearings (See accompanying Newcastle report.) No damage or deformation was found.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN