

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3-2-1956 When handed in at Local Office 3-2-1956 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at Wallsend Date, First Survey 12-8-55 Last Survey 27-1-56
 04280 on the ~~Woods~~ Steel M.V. "BRITAMER" (No. of Tons 47)

TONNAGE Built at Glasgow By whom Barclay, Curle & Co. When 1939 MONTH 3
 GROSS 9976 Owners D/S A/S Baltimore Owners' Address
 UNDER DEK Managers Halle & Petersen Port belonging to Oslo
 NET 5932

Surveyed Afloat or in Dry Dock? Both Name of Dock Swan, Hunter's Destined Voyage
 ullDB or DBa feet: uE&B feet: f feet } Particulars of Classification (which must be inserted
 al capacity tons: FPT tons: APT tons: MT feet: tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

ast Report, No. 11959 Port NWC

Additional Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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

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.	LMC CS. 7.51
Carrying petroleum in bulk	d 11.54
10.54	CL. 7.53
S.S. Sch. 7.51	Oil Engine

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 - Owner's Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 4 1/2 ins.

Not Required Was a damage report made by anyone else? If so, by whom? Underwriters

PAIRS, OR EXAMINATION AS PER RULE FOR PERIODICAL SPECIAL SURVEY (D) & DAMAGE.

SPECIAL SURVEY.

Due 7.55. Tanker nearly 17 years old.

NOW DONE.

Ship placed in dry dock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked 25.1.56.

EXAMINED.

Fore hold, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, pump rooms, plating in way of sidelights, overboard scuppers and discharge pipes, cargo suction pipe strums (strums removed), decks with machinery and other casings, Continued on page 2.....

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Brackets	Beams	Inner Bottom Plates	DK. Plates	Other Items
Removed	1 (pt)	-	-	-	-	-	-	Fractured Stringers dealt with Defective Shell & bulkhead rivets renewed.
Removed and Paired or Repaired	-	-	-	-	-	-	-	Please see details in Report.
Paired or Repaired in place	1	1	-	-	-	-	-	

GENERAL CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Condition of Decks	"	Bulkheads	"	Engine Room Skylights	"	Copper, or Y.M. (State if on Fall.)	When fitted, Month	Year
Plating	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	None	Boats	Good	
Fastenings	"	Cement	"	Oil Bunkers	Good	Masts, Yards, &c.	"	
Plating in way of sidelights	"	Rudder	"	Scuppers	"	Condition, how ascertained. By exam ⁿ . (State if wedges removed.)		
Frames	"	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	e + 2 1/2	
Have pumps been examined and found efficient?	Yes	Windlass	"	Hatches	"	Anchors, No. of	3B - 1S	
Have Sluice Valves been examined and found efficient?	None	Have Sluice Valves been examined and found efficient?	None	Planking		Cables (State if now ranged)	Yes	
Have Watertight Doors been examined and found efficient?	None	Have Watertight Doors been examined and found efficient?	None	Caulking		length	300	mean diam 2 3/16
Have Ventilators and their Coamings been examined and found efficient?	Yes	Have Ventilators and their Coamings been examined and found efficient?	Yes	Treenails		Rule length	300	size 2 1/16"
Air and Sounding Pipes	Good	Air and Sounding Pipes	Good	Breasthooks & Stems		Chain Locker	Good	
Doubling Plates under Sounding Pipes	Good	Doubling Plates under Sounding Pipes	Good	Transoms, Pointers & Crutches		Hawsers & Warps	"	
				Timbers of Frame at openings		Standing and Working Rigging	Good	
				" " at other places		Sails	None	
				Stringers, Clamps & Shelves				
				Sanding				

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 tanker, in our opinion, is eligible to remain as classed with record of docking 1.56 and to have the notation of S.S. NWC. 1.56 (Dr.)

Survey Fee (per Section 23)	S.S.	£141 : 8 : 0	Fees applied for, 7 FEB 1956
Special Damage or Repair Fee (if any) (per Section 23)		£ 57 : 15 : 0	Received by me, A. J. Rogan (also for T.A. Simpson)
Travelling Expenses (if chargeable)		£ : 4 : 0	Surveyor to Lloyd's Register of Shipping.
LATE ATTENDANCES			A. J. ROGAN & T. A. SIMPSON.
Second Surveyor's Fee (if any)		£ 19 : 13 : 0	

Committee's Minute
 Character Assigned
 1.56 NWC
 SS NWC 1.56 (DR)
 DBS 1.56
 S. 1.56

CERTIFICATE WRITTEN
 181
 Lloyd's Register Foundation
 Rel 8.2

SPECIAL SURVEY (Cont.)

superstructures, skylights and companionways, hatchways, covers, supports and closing appliances, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, ventilator coamings and covers, and air and sounding pipes (striking plates fitted).

Freeboard verified.

Shell plating and plating of strength decks drilled and gauged, list of thicknesses shown on Page 3.

EXAMINED INTERNALLY AND TESTED.

Fore and after peak tanks, and fuel bunkers and settling tanks, deep tanks, all double bottom tanks, main cargo tanks and cofferdams.

All parts surveyed found or placed in good condition.

All spaces previously cleared, lining, wood decking, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and lining, wood decking and cement replaced with part new.

REPAIRS, WEAR AND TEAR.

NOW DONE:-

SHELL:-

Coffin plate aft doubled full length.

Poop side plates locally doubled below sidescuttles Nos. 2 and 3 from forward on port side and No. 2 from forward on starboard side.

Pitted bottom shell plates in centre tanks locally doubled: 2 on "C" strake in No. 4 Tank (1 port and 1 starboard)

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

ANCHORS.

Number of Paragraphs.	Anchors.*	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.	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.

CHAIN CABLES.

Number of Paragraphs.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stam-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
	47014	14 3/4	2 1/2	127.6	13.5	38 1	2 3/4	3 1/4	15 1/2	2 1/2	Special Not stated Cardiff 13.1.56 Steel F.W. Dovey.

Local scattered bottom shell pittings elsewhere in pump rooms and cargo tanks thoroughly cleaned and built up by welding.

ANCHORS AND CHAIN CABLES:-

Port bower anchor crown pin renewed in tested material.

No. 2 length of chain cable from locker on port side found worn to that diameter requiring renewal by the Rules, replaced by new cable. For particulars of

Continued on page 4.....

8-FFR1956

SHELL DRILLINGS.

STRAKE	AMIDSHIPS						FORWARD			AFT.		
	FORWARD OF BRIDGE (No. 3 TANK)			ABAFT BRIDGE (No. 4 TANK)			No. 1 TANK			NO. 8 TANK		
	ORIG ^L .	P.	S.	ORIG ^L .	P.	S.	ORIG ^L .	P.	S.	ORIG ^L .	P.	S.
O	-	-	-	-	-	-	.44	.44	.44	-	-	-
N	.45	.45	.45	-	-	-	.44	.44	.44	.42	.42	.42
(SHEER) M	1.32	1.25	1.28	1.32	1.29	1.26	.82	.76	.76	1.32	1.30	1.30
L	.84	.84	.84	.84	.80	.83	.63	.63	.63	.84	.84	.82
K	.69	.65	.66	.69	.67	.68	.63	.63	.60	.69	.65	.62
J	.69	.69	.65	.69	.66	.69	.62	.58	.60	.69	.69	.67
H	.69	.67	.66	.69	.67	.67	.64	.63	.63	.69	.69	.66
G	.69	.60	.69	.69	.68	.69	.64	.60	.62	.69	.67	.67
(BILGE) F	.69	.69	.69	.69	.68	.68	STEALER.			.69	.67	.68
E	.67	.65	.67	.67	.67	.67	.63	.62	.61	.69	.68	.67
D	.69	.69	.68	.69	.69	.65	.64	.62	.62	STEALER.		
C	.69	.66	.68	.69	.66	.69	.79	.74	.76	.68	.68	.67
B	.67	.67	.67	.67	.60	.67	.79	.73	.78	.67	.67	.63
A	.67	.67	.66	.67	.67	.67	.74	.69	.66	.67	.67	.67
KEEL	1.05	.93	.93	1.05	1.05	1.05	1.01	.93	.93	1.05	1.05	1.05

Cargo tanks numbered from forward.

UPPER DECK DECK DRILLINGS.

STRAKE	AMIDSHIPS				FOR'D		AFT	
	FORWARD OF BRIDGE FRONT		ABAFT BRIDGE END		AT POCSLE		AT POOP	
	ORIG ^L .	ACTUAL	ORIG ^L .	ACTUAL	ACTUAL	ACTUAL		
E	1.03	.94	.79	.69	.52	.77		PORT STRINGER
D	.82	.70	.90	.83	-	-		
C	.64	.55	.64	.53	.51	.54		
B	.82	.79	.77	.73	.50	.72		
A	.64	.60	.64	.60	.46	.61		
CENTRE	.82	.78	.77	.74	.48	.76		
A	.82	.78	.77	.72	.45	.72		
B	.82	.80	.77	.72	.50	.73		
C	.64	.54	.64	.55	.50	.55		
D	.82	.75	.90	.85	-	-		
E	1.03	.92	.79	.70	.53	.75		STARBOARD STRINGER

A.G.R.

7-2-56.

SURVEYOR TO LLOYD'S REGISTER, NEWCASTLE-ON-TYNE

Lloyd's Register Foundation

M.V. "BRITAMER"

Page 4 Cont.

ANCHORS AND CHAIN CABLES:- Cont.

verified test certificate which has been endorsed see space provided on Page 2 of this report.

CHAIN LOCKER:-

After bulkhead, 6 stiffener tops cropped and part renewed. In fore peak store space under chain locker bottom 9 stiffener bottoms cropped and part renewed and 3 doubled.

Forward bulkhead, 1 stiffener top cropped and part renewed.

Centre line bulkhead plating cropped and part renewed. Deck girder face bar cropped and part renewed.

FORE PEAK TANK:-

Tank top plating, fore end, 1 plate cropped and part renewed and 1 locally doubled. Forward frame foot bracket renewed on tank top.

POOP DECK:-

Plating entirely renewed at forward end in way of Engineers Messroom, pantry, Chief Engineers Day Room and alleyways port and starboard, also at counter over steering gear compartment and at forward end port and starboard outboard of poop deckhouse. Plating in way of after capstan doubled. In all 18 plates renewed and 4 doubled.

MAIN CARGO TANKS:-

Wasted deck longitudinals in way of hatches cropped and part renewed:-

No.3 Starboard....3	No.1 Port.....2
No.4 "3	No.6 "3
No.5 "3	No.7 "1
No.6 "3	
No.7 "3	

UPPER DECK:-

Inside forecastle space, 2nd strake inboard of stringer locally doubled outboard of tonnage opening starboard side.

D.B. TANKS:-

Sounding pipe striking plates renewed.

WINDLASS:-

Fractured clutch guide bracket renewed.

AIR PIPES:-

24 wood plugs renewed.

SUPERSTRUCTURES:-

14 tonnage opening stormboards renewed.

GENERAL:-

Minor repairs of a general nature also effected to ship's side guard rails, hatches skylights, rigging as per Report 14 attached etc.

CIRCULAR No. 2032:-

Ullage plugs in centre castle removed and openings in deck plating efficiently closed by spigots. The ship otherwise conforms with the requirements of this Circular.

CONVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE

Continued on page 5.....

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M.V. "BRITAMER" Page 5 Cont.

D A M A G E.

DAMAGE I.

Stated to have been caused by heavy weather on the voyage between Tampico and New York during the period 2nd to 9th December 1953, and crossing the bar at Mañacaibo on the 25th April 1954.

REPAIRS NOW DONE.

Shell:-

Defective shell rivets cut out and renewed port and starboard approximately:-

No.1 Cargo Tank	.....	2000	
No.2 " "	.....	250	
No.3 " "	.....	200	
No.4 " "	.....	250	Cargo tanks numbered
No.5 " "	.....	200	from forward
No.6 " "	.....	300	
No.7 " "	.....	150	
Oil Fuel Cross Bunkers	.....	200	
Oil Fuel D.B. Tank	.....	400	
Auxiliary Forward P.R.	.....	300	
Main Pump Room	.....	150	
Fore Hold	.....	100	
Fore Peak Tank	.....	70	

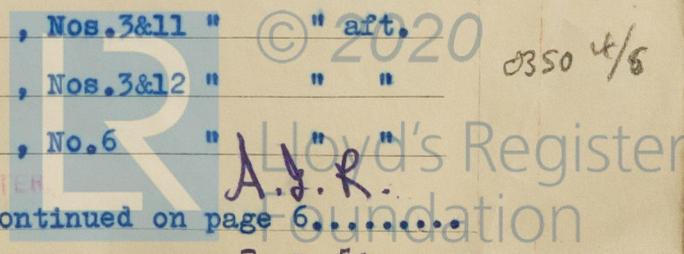
CARGO TANKS:-

Fractured horizontal stringers in cargo tanks cropped and part renewed:-

No.6 Starboard,	upper stringer on longitudinal bulkhead,	after end 2 spaces.
" " middle	" " shell	" " 1 "
No.6 Port	, " " longitudinal bulkhead,	" " 4 "
No.3 Starboard,	upper " " " " ,	" " 2 "
	middle " " " " ,	" " 2 "

Fractures in stringers veed out, welded and doublings fitted over fractures and extended around notches in stringer:-

No.1 Starboard,	upper stringer on longitudinal bulkhead,	No.2 stiffn. from aft.
No.1 Port	, middle " " shell	, No.2 frame " "
	, upper " " longitudinal bulkhead,	No.2 stiffn. " for'd.
No.3 Starboard,	" " " " " "	, No.2 " " "
No.3 Port	, middle " " shell	, No.2 frame " aft.
	, " " " longitudinal bulkhead,	Nos.2&3 stiff." "
	, " " " " " "	, No.3 stiffn. from For'd
	, upper " " " " " "	, No.3 " " aft.
No.4 Starboard,	" " " " " "	, Nos.2&3 " " for'd.
	, " " " " " "	, Nos.2&3 " " aft.
	, middle " " " " " "	, Nos.2&3 " " for'd.
No.5 Starboard,	" " " " " "	, Nos.3&11 " " aft.
No.5 Port	, " " " " " "	, Nos.3&12 " " "
	, lower " " " " " "	, No.6 " " "



8 FEB 1956

Rpt. 9a

Port of **NEWCASTLE-ON-TYNE.**

Continuation of Report No. 113143 dated 7-2-56

on the

M.V. "BRITAMER" Page 6 Cont.

DAMAGE CONTINUED.

CARGO TANKS (Cont.)

No.6 Starboard,	middle stringer on longitudinal bulkhead,	Nos. 3&4 stiffn. from for'd.
No.6 Port	, upper " " "	, No. 2 " " "
	, " " " "	, No.2 " " aft.
	, " " " shell	, No. 2 frame " for'd
No.7 starboard,	middle " " "	, No. 1 " " "
No.7 Port	, " " " "	, No.1 " " "
	, " " " longitudinal bulkhead,	No.3 stiffn. " "
	, " " " "	, No.3 " " "
	, upper " " "	, Nos. 2&3 " " for'd
No.8 Port	, middle " " "	, Nos. 2&3 " " "

In No.8 starboard way tank, fractured angle connections lug of upper shell stringer to the forward shell frame renewed.

Defective bulkhead rivets cut out and renewed in bulkheads, approximately:-

Forward Cofferdam.....	300
Nos. 2 & 3 Wing Cargo Tanks.....	100
Nos. 3 & 4 " " "	300
Nos. 6 & 7 " " "	50
Nos. 3 & 4 Centre tanks	200
Nos. 2 & 3 " "	20
Main Pump Room.....	700
Cross Bunker to E.R.....	400

ENGINE ROOM:-

Approximately 300 defective tank top rivets in the vicinity of main engine bed-plate cut out and renewed. All main Engine Holding Down bolts renewed.

TANK TESTING:-

All tanks water tested on completion of repairs and found satisfactory.

BILGE KEEL:-

Slack bilge keel rivets port side renewed, approximately 30. On starboard side 3 butt straps renewed.

RUDDER:-

Top and bottom gudgeon bushes renewed. Locking pintle built up by welding in way of taper and machined.

DAMAGE II.

Stated to have been caused by collision with the S.S. "TYDOL" at New York on the 20th May, 1955.

Damage situated on poop side shell port side aft.

REPAIRS NOW DONE:-

Poop side plate No.4 from forward cropped and part renewed.

SUPERVISOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE

Continued on page 7.....

A. G. R.
7-2-56.

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0350 5/5

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8 FEB 1956

Rpt. 9a

Port of NEWCASTLE-ON-TYNE.

Continuation of Report No. 113143 dated 7.2.56

on the

M.V. "BRITAMER" Page 7 Cont.

DAMAGE CONTINUED.

DAMAGE II. CONT.

REPAIRS NOW DONE. (Cont.)

Poop side plate No. 5 from forward faired in place. ~~replaced.~~

1 shell frame in way faired in place.

Ship's side guard rails and stanchions in way part faired.

Repairs hose tested on completion and found satisfactory.

INTERIM CERTIFICATE (B).

Issued, copy attached and copy forwarded to Oslo Office.

FEES:-

DAMAGE I	£ 52. 10. 0
DAMAGE II	5. 5. 0
	<u>57. 15. 0</u>

A. J. R.

7-2-56.

REGISTER TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE

Ship fitted at this time with a
 certain propulsion bulb - refer
 two Surveyors' letters of 24/2/56



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