

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
Rep. Book 04280 on the M.V. "BRITAMER"
TONNAGE Built at Glasgow By whom Barclay, Curle & Co. When 1939
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
ellDBorDBa feet: uE&B feet: f feet: f
al capacity tons: FPT tons: APT tons: MT feet: tons.
N.B.—All alterations in the existing records should be underlined.

ast Report, No. 11959 Port NWC

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

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.....

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

GENERAL CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
ing of Decks	"	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Fall.)	When fitted, Month	Year
ings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	None	Boats	Good	
& Fastenings	"	Cement	"	Oil Bunkers	Good	Masts, Yards, &c.	"	
Plating	"	Rudder	"	Scuppers	"	Condition, how ascertained. By exam ⁿ .		
" in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed.)		
"	"	Windlass	"	Hatches	"	Equipment letter	e + 24	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Anchors, No. of	3B - 1S	
main	"	Have Sluice Valves been examined and found efficient?	None	Caulking		Cables (State if now ranged)	Yes	
ports	"	Have Watertight Doors been examined and found efficient?	None	Treenails		" length	300 mean diam 2 3/16	
"	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems		" Rule length	300 size 2 1/16"	
Bottom Plating	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		Chain Locker	Good	
the Tanks been examined internally?	Yes	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Hawsers & Warps	"	
the Tanks been tested?				" at other places		Standing and Working Rigging	Good	
				Stringers, Clamps & Shelves		Sails	None	
				Siding				
				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 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, 19.56
Special Damage & Repair Fee (if any) 57 : 15 : 0 Received by me, 19.56
Travelling Expenses (if chargeable) 4 : 0 : 0
LATE ATTENDANCES
Second Surveyor's Fee (if any) 19 : 15 : 0
Committee's Minute
Character Assigned 1.56 NWC
S.S. NWC 1.56 (DR)
DBS 1.56
S. 1.56

A. J. Rogan (as for T.A. Simpson)
Surveyor to Lloyd's Register of Shipping.
A. J. ROGAN & T. A. SIMPSON.

Lloyd's Register Foundation

CERTIFICATE WRITTEN

+ LMC AS 1.56
SPS 1.56

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 Anchors.	WEIGHT OF 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.	
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 Certificates.	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.	Stren.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
47014	147 1/2	2 1/2	127.6	135.5	38 1 1/2	37 3/4	14 1/2	2 1/2	Special Not stated	Cardiff	13.1.56
									Steel	F.W. Dovey.	

1 on "C" strake in No. 7 Tank (Starboard)

2 on "B" strake in No. 8 Tank (Starboard)

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.....

SHELL DRILLINGS.

← AMIDSHIPS →							FORWARD			AFT.			
STRAKE	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	ABFT BRIDGE END	AT FOCSLE	AT POOP		
	ORIG ^L	ACTUAL	ORIG ^L	ACTUAL	ACTUAL	ACTUAL
E	1.03	.94	.79	.69	.52	.77
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

PORT STRINGER

STARBOARD STRINGER

A.G.R.

7-2-56.

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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.

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NEWCASTLE-ON-TYNE.
Port of

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on the

M.V. "BRITAMER"

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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 Matacaibo 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 from forward
No.5 " "	200	
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 " " "

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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.

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DAMAGE CONTINUED.DAMAGE II. CONT.REPAIRS NOW DONE. (Cont.)

Poop side plate No. 5 from forward faired in place. 1 removed.

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.

FOR LLOYD'S REGISTER
NEWCASTLE-ON-TYNE

Ship fitted at this time with a
Lorain propulsion bulb - refer
Hva. Surveyors letter of 24/7/56



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