

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27. 8. 1950 When handed in at Local Office 5 SEP 1950 Port of Liverpool  
 No. in Survey held at Birkenhead Date, First Survey 19/5/50 Last Survey 27/7/1950  
 Reg. Book. 78697 on the Woolwich Steel S.S. "TETELA" (No. of Visits 16)

TONNAGE: Built at Birkenhead By whom Cammell Laird & Co. Ltd. When 1926 MONTH 4  
 GROSS 5402 Owners Elders & Fyffes Ltd. Owners' Address \_\_\_\_\_  
 UNDER DK. 4678 Managers \_\_\_\_\_ (If not already recorded in Appendix to Register Book)  
 NET 3202 Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Both Name of Dock Cammell Lairds Destined Voyage \_\_\_\_\_

Cell DBor DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee  
 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. 133889 Port LA

(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 Yes - Owners Rep. Society's Freeboard (if assigned) as painted on Ship and now verified \_\_\_\_\_ ft. \_\_\_\_\_ ins.

NOT REQUIRED.

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

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

DAMAGE. Leakage reported in way of frame 146 (ho. 1 hold) S. side - Cause not stated.

Now Done. - CONDITION.

Vessel placed in dry dock, shell and rudder (lifted), cleaned, examined and found or placed in good condition and re-coated.

Decks, Catwalks, Coamings, Companionways, hatches and securing arrangements, steering gear, windlass, and W.T. doors examined and found or placed in good condition.

O.F. CONVERSION. Arrangement provided for the carriage of oil fuel in No. 3 S.B. tank and in

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								Riveting on shell overhauled
Removed and Fairled or Repaired								in No. 2 hold. S. side.
Fairled or Repaired in place ...								

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks <u>Efficient</u>	when in <u>Efficient</u>	<u>Efficient</u>	(State if on Felt)
Coamings <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month _____ Year _____
Beams & Fastenings <u>When in</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	Boats <u>Efficient</u>
Outside Plating <u>"</u>	Rudder <u>"</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>From Deck.</u>
Frames <u>When in</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed.)
Reverse Frames <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>"</u>	Equipment letter <u>C. 36.</u>
Longitudinals <u>Yes</u>	Have Sluice Valves been examined and found efficient? <u>Yes</u>	Caulking <u>"</u>	Anchors, No. of <u>3 + 1</u>
Transverses <u>Yes</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails <u>"</u>	Cables (State if now ranged) <u>Ranged.</u>
Floors <u>When in</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>"</u>	" length _____ mean diamr. <u>Not checked.</u>
Keelsons <u>Yes</u>	Have the Tanks been examined internally? <u>PART</u>	Transoms, Pointers & Crutches <u>"</u>	" Rule length _____ size _____
Stringers <u>Yes</u>	Have the Tanks been tested? <u>PART</u>	Timbers of Frame at openings <u>"</u>	Chain Locker <u>Not in.</u>
Inner Bottom Plating <u>When in</u>	Air and Sounding Pipes <u>Efficient</u>	" " at other places <u>"</u>	Hawsers & Warps <u>Sufficient</u>
Have the Tanks been examined internally? <u>PART</u>	Doubling Plates under Sounding Pipes <u>Yes</u>	Stringers, Clamps & Shelves <u>"</u>	Standing and Running Riggings <u>Efficient</u>
Have the Tanks been tested? <u>PART</u>		Salting <u>"</u>	Sails <u>"</u>

## 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 so far as seen is in an efficient condition and eligible in our opinion to remain as classed with fresh record of Survey 7.50, and A.S. 7.50, and the notation "fitted for oil fuel 7.50 with flashpoint above 150°F" inserted in the Register Book.

Survey Fee (per Section 29) <u>OF. Con.</u>	£ 52 : 10 : 0	Fees applied for, <u>5 SEP 1950</u>
Special Damage or Repair Fee (if any) <u>Alth. &amp; Reps</u>	£ 21 : 0 : 0	Received by me, _____
Travelling Expenses (if chargeable)		19 _____
Second Surveyor's Fee (if any)		

Committee's Minute LIVERPOOL 12 SEP 1950

Character Assigned 7.50 SKN. Without Special Conditions

A.S. 7.50 B.S. 8.50.

Fitted for oil fuel 7.50 with flashpoint above 150°F

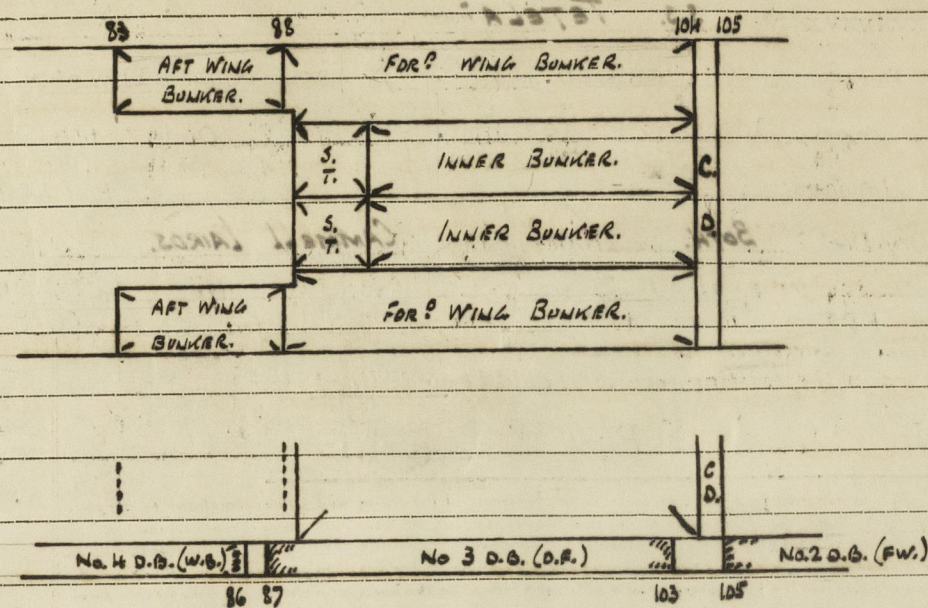
Surveyor to Lloyd's Register of Shipping.

003311-003320-0179/13

Lloyd's Register Foundation



six deep tanks and two settling tanks; the general scheme is shown on sketch.



Capacities of new O.F. tanks as follows:-

After wing deep tanks (P.S.) O.F.	Total	101.8 tons O.F.
Forward " " " O.F. or W.B.	523.6	(576 T. W.B.)
Centre deep tanks (P.S.) O.F.	467.0	" "
Settling tanks (P.S.)	140.0	" "
No. 3 D.B. tank	130.6	" "
Total	1363.0	tons O.F.

Existing W.T. bulkhead in frame 88 removed together with all stiffeners and

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.	Tons Cwts. qrs. lbs.	Tons 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 Certificate.	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.	Strain.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			

Iron Stream Chain or Steel Wire

brackets. Existing side bunker bulkheads cut down to form a deep girder P.S. Existing main deck removed in way of new bunkers. New oil fuel deep tanks and settling tanks constructed and fitted all in accordance with the approved plans, and with Section 20 of the Rules.

No. 3 D.B. tank arranged for the carriage of O.Fuel. Tanks clipped to bare steel internally, and cofferdams arranged, forward & aft at frames 86/87 and 103/105, the existing floors being satisfactorily stiffened to form tank ends. Additional stiffening, in the form of intercostals

#### S.S. "TETELA"

arranged P.S. in the double bottom between floors 88/89 (Deep tank bulkhead comes between floors 88 and 89).

Oil & sounding pipes fitted to tanks all in accordance with Rule Requirements. Same all bar fitted to tank top round oil fuel bunkers in boiler room and led to separate oily bilge. Separate suction provided to bilge and to cofferdams.

Oiling door in shell P.S. side, 3'0" x 16 1/2", with doubling plate fitted to shell round openings. Hinged steel W.T. door fitted P.S. with packing, toggles and strongbacks.

#### TESTING

All deep oil fuel bunkers, settling tanks, and nos. 2, 3, and 4 D.B. tanks satisfactorily pressure tested to Rule Requirements. New & disturbed bilge lines satisfactorily tested.

This conversion to oil fuel burning has been carried out satisfactorily to enable the notation "fitted for oil fuel 7.50 with flash point above 150°F" to be inserted in the Register Book.

#### REPAIRS - DAMAGE.

A number of defective rivets in shell (vicinity fr. 144 S. side) and rivets at frame 144 S. side cut out and renewed. Shell has been tested and insulation replaced.

#### WEAR & TEAR.

In view of conversion to O.F. burning particular attention was paid to condition of shell & tank top riveting in way of new O.F. spaces.

All scrubbed and welded shell rivets were cut out and renewed. Number also dealt with in tank top.

Approximately 7400 rivets renewed.

Horizontal hatch coaming stiffeners renewed P.S. and at forward end of No. 2 hatchway in weather deck.

Main frames 82 to 105 inclusive P.S. cropped in lower tween deck and renewed.

All brushes in rudder renewed.

Emergency steering rigged.

12 wood hatch covers renewed.

Minor repairs in deck effected.

Annual load line survey carried - report forwarded to London - Certificate endorsed.

#### ALTERATIONS.

Alterations to tween deck arrangement in upper and lower tween decks in way of new bunkers carried out as shown and amended on approved plan. The alterations mainly consist of the fitting of minor store room bulkheads and alterations to cargo hatchways.

Regarding the latter - No. 3 hatchway on bridge superstructure deck has been partly plated over above existing coaming, the remaining portion forming a smaller hatchway for access to galley coal bunker.



5.5. "TETELA" No. 3 hatchway on upper deck has been plated over and access provided to stores spaces below by means of a companionway.

In view of the next Special Survey, and at the request of the Owners, shell drillings were taken in way of new O.F. bunkers and in way of No. 3 O.B. tank. Particulars of scantlings obtained are detailed at end of this report. No. 3 O.B. tank was also examined internally.

It is submitted for consideration of the Committee that the drillings obtained at this survey, together with the internal examination of No. 3 O.B. tank be credited towards the next special survey due in 1952.

The amended tonnage figures are not yet available. Particulars of these alterations will be forwarded in due course.

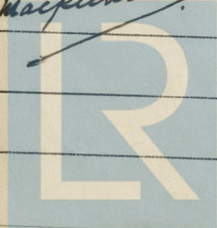
Report C.11 (Continued) containing alterations so far affecting freeboard, has been issued to Owners to be placed on board ship. Copy of this report is attached.

Plans of conversion and alterations are forwarded.

SHELL DRILLINGS IN WAY OF O.F. TANKS. THICKNESSES OBTAINED IN TWENTIETHS.

STRAKE	FRAME	PORT	STARBOARD	ORIGINAL	
KEEL	86-7	19		1.00" ✓	99
A	"	13½	13+	.70" ✓	67 - 65
B	"	14	14	.70" ✓	70 - 70
C	"	13+	14	.70" ✓	65 - 70
(bulge) D	"	13½	13½	.70" ✓	67 - 67
E	84-5	14½	14	.70" ✓	72 - 70
F	"	14	14	.74" ✓	70 - 70
G	"	13	14	.74" ✓	65 - 70
H	"	13½	12½+	.74" ✓	67 - 62
shak below cher J	"	14½	14	.74" ✓	72 - 70
(bulge) D	100-101	14	14	.70" ✓	70 - 70
E	"	14	14	.70" ✓	70 - 70
F	"	14	14	.74" ✓	70 - 70
G	"	14	12	.74" ✓	70 - 60
H	"	14	13½	.74" ✓	70 - 67
shak below cher J.	"	14	15	.74" ✓	70 - 75

H. Macfiehn.



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