

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24.11.36 When handed in at Local Office 3/12/36 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book 69866 Survey held at North Shields Date, First Survey 12 hour Last Survey 23rd hour 1936
(No. of Visits 12)

On the Wood, Iron or Steel Se. M.Y. "ACAVUS"
Tonnage: GROSS 8010 Built at Belfast By whom Wardlaw, Clark (1928) Ltd. YEAR 1935 MONTH 1
UNDER DEK. 4215 Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
NET 4152 Managers _____ Port belonging to London

Surveyed Afloat or in Dry Dock? Yes Name of Dock Smiths Dock Destined Voyage _____
WB=CellD BorDBa _____ feet; uE&B _____ feet; f _____ feet
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 51420 Port CL

CHARACTER, Date of last Survey and of Periodical Surveys.	Year Assigned new or replaced.	Machinery and Boiler surveys (Including date of N.B., if any).
<u>+100A1-3.36</u>		<u>L.M.C.-1.35</u>
<u>Carrying petrol in bulk.</u>		<u>TS (C.L.)</u>
<u>Longitudinal framing at bottom of deck.</u>		<u>Oil Eng.</u>

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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
Not required

Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & DOCKING.

DAMAGE alleged sustained during heavy weather encountered on various voyages between the dates March 28th to October 30th 1936 & by grounding at Hamburg on 11th May 1936.

How done: Vessel placed in dry dock for examination. Preliminary tests carried out on No 3, 5 & 7 Cuts & No 1 wing Tanks (P.T.S.) & leakage found from the rivets towards the upper ends of the Cu bars connections of the bottom transverse to the 2nd B.H. in all tanks. Leakage also reported from the Cu bars connecting the upper horizontal girders (P.T.S.) in the forward tank to the upper deck bulkhead.

The rudder post was found to be fractured at the socket. The fracture on the port side, when cut out, was found to be 1 3/4" in depth at the aft side of the post & gradually tapering out at a

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								(P.T.O)
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <u>good</u>	State if Tanks have been examined inside <u>See report</u>	Dblng. Plates under Sounding Pipes		(State if on Felt).	Year
Caulking of Decks <u>good</u>	State if Tanks now tested <u>See report</u>	Engine Room Skylights <u>good</u>		When put on, Month	
Coamings <u>good</u>	Bulkheads <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>		Boats	
Beams & Fastenings <u>good</u>	Ceiling	Oil Bunkers		Masts, Yards, &c. <u>good</u>	
Outside Plating <u>good</u>	Cement or Asphalt (State which.)	Scuppers		Condition, how ascertained <u>from deck</u>	
" " in way of sidelights	Rudder <u>good</u>	Cargo Hatchways <u>good</u>		(State if wedges removed)	
Breasthooks	Steering gear and its connections <u>good</u>	Hatches <u>good</u>		Sails	
Transoms <u>good</u>	Windlass <u>good</u>	Planking of Wood Vessels		Equipment letter	
Frames	Have pumps now been examined and found efficient?	Caulking ditto		Anchors, No. of <u>38. 15.</u>	
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Treenails ditto		Chain Locker	
Longitudinals <u>good</u>	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stenson ditto		Cables (State if now ranged) <u>17.</u>	
Transverses <u>good</u>	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches ditto		" length (on board) <u>38. 15.</u>	
Floors		Timbers of Frame at openings ditto		" Rule length <u>38. 15.</u>	
Keelsons		Ditto Ditto at other places ditto		Hawser & Warps <u>Complete</u>	
Stringers		Stringers, Clamps & Sheifs ditto		Standing and Running Rigging	
Inner Bottom Plating		Salting ditto			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and pIND24, &c."
This vessel, so far as now seen, is in an efficient condition & eligible in our opinion, to remain as now classed in the Register Book with fresh record of survey 11-36 subject to upper part of steel frame being renewed next docking.

Survey Fee (per Section 29) £ _____
Special Damage or Repair Fee (Navy) (per Sec. 29) £ 15 : 15 : 0
Travelling Expenses (if chargeable) £ _____
Second Surveyor's Fee (if any) £ _____
Fees applied for 3 DEC 1936
Received by me, S. D. A. Morris Surveyor to Lloyd's Register of Shipping.
15/12

Committee's Minute FRI. 18 DEC 1936
Character Assigned 100A1: subject carrying pet. in Bulk
FRI 2 APR 1937
JUE. 11 MAY 1937
TUE. 27 JUL 1937

003620-003624-0045

4 DEC 1936

If so, in the Report sent now, or when sent if be sent

10m. 3.35.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to

OIL ENGINE SURVEY

Lloyd's Register Foundation

point about 12" forward of this point. That on the starboard side was found to be 1" in depth tapering out at approximately the same position. The following repairs were effected & on their completion the forward cofferdam, all wing tanks & after peak tank were tested by water pressure & found satisfactory.

Repairs:-

Upper stringer in No. 1 Centre Tank (P.T.S):- Brackets removed for access afterwards refitted. The tee bar connections to the cofferdam bulkhead removed & renewed extending about 18" beyond end of bracket.

Connections of Ballast Transverse to P.T.S. Bulkheads in all Tanks:- No rivets removed from upper end of tee bar connections. Short tee bar on wing tank side removed & refitted. Rivet holes renewed out to 1" dia & re-countersunk & rescrewed. Ends of tee bar connections electrically welded & building extended for about 2'3" down each flange of tee bar. Rivets in vertical flange of tee bar removed for access & after work rescrewed. (See sketch enclosed).

Stem post:- Upper part of stem line plate removed for access & after refitted. Fractures in outer of rudder post used out & built up by electric building which has been extended to form a large pillar. 9" channel bars fitted to the shell round the line of the transom floor & down the rudder post on the P.T.S. sides of the vessel. A bracket plate, 1" in thickness, has been fitted to the after side of the post, over the fracture, connecting the palm to the main post. The transom floor has been cut away, in way of the hollow part of the palm, for access to the fitted rivets used in connecting the palm to the bracket plate. A girder has been fitted connecting the centre girder to the transom floor. Iron & after fitted (P.T.S) to support the panels in way of the ends of the 9" channels. Renewals made as necessary.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.			
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

for access to repairs & after wards refitted. (See sketch enclosed). The above repairs have been carried out as a temporary repair & it is recommended the upper part of the stem frame be renewed next docking. A sketch showing amendments proposed to be embodied in the new upper part of the post is forwarded for information.

DOCKING.

Vessel placed in dry dock the bottom & rudder cleaned examined & coated. Deck & general equipment examined. Centre Tanks & machinery space, windlass & steering gear generally examined & found in order.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.