

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London

10 JUN 1963

/NP

Ship's Name ~~MS~~ "BRITISH GENERAL"

Gross tons 8775

Is there a rpt. 9? Yes

Port NEWCASTLE/TYNE

Rpt. No.

518

No. of visits 7

First date 19.4.63.

Last date 19.5.63.

Interim Cert. issued  
& copy herewith? YesDamage rpt. issued  
& copy herewith? No

Last rpt. (H.Q. only)

55054. Rot

Date of  
completing rpt. 28.5.63.

Surveyed at, if different from Port above South Shields

Surveyed afloat  
and/or in D.D. Dry Dock

Last date of examination in D.D. 3.5.63.

Has a Load Line  
Survey been held? Yes

Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (~~DR~~); (~~EQ~~); (~~Rig~~)

Survey fees

£55. 10. 0.

Damage fee

Expenses

3/6d. ✓

Special Survey due 4.63 Ship 13 years old

S.A. fee

I have surveyed the above ship in accordance with the Rules for General Examn. for postponement of Special Survey till May, 1964; See London letter 23.4.63.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Corroded rivets in Nos.1,2 keel plates from forward welded.

Bilge keel (S.S.) approx. forward 8'0" cropped.

Deck side rails faired in place.

Toggles on W.T. doors freed.

Tank lid packings part renewed.

Deck side rails on f'cle faired in place

Deck plating in way of Fiddley part doubled.

Mushroom vents freed.

Fore and Aft gangway cross members fractured, now doubled and welded.

Tank ladders faired and ladders in Nos. 2 (S.S.) 3 (S.S.) 5,6 (P.S.) 6 (S.S.) 7 (S.S.) 8 (Cr. &amp; P &amp; S) cropped and part renewed.

Oil cargo tanks examined internally and material was considered to be in satisfactory condition, except deck transverses in No.3 Cr., No.4 Cr. and No.2 Cr. which have now been renewed and Deck Centre girder in Nos.2 and 8 centre tanks which have now been doubled. The deck plating was drilled and gauged and it was considered necessary to double 'C' strake (P & S) from aft of centre castle to forward of poop, by means of .80" doubler.

I recommend that this ship remain as classed with/without fresh record of dry docking 5.63 subject to set up sheer plate G5 (P.S.F.) F'cle deck and side plating (S.S.) etc." being specially examined and dealt with as necessary at next drydocking.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

N.F.H. DUNCAN.

MONDAY 8 JUL 1963

ALSO FOR

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action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due



The Fore and After Peaks, Dry Cargo Hold, Pump rooms and Engine and Boiler spaces examined and found satisfactory and in my opinion, the Owners' request to defer the Special Survey till May, 1964, merits the favourable consideration of the Committee.

Special Condition:- "Set up sheer plate G5 (P.S.F.) F'cle deck and side plating (S.S.) etc."  
The above item exd. and found to remain efficient.

Appendix to S.R.L.:- "Indents in shell plates F6,7 (P.S.F.) F6 (P.S.A.) and F3,4 (S.S.F.)" examined and found to remain efficient.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Lloyd's Register  
Foundation



## Rpt. 8 (P.S.) TANKER

Ship's Name ~~SS~~MS "BRITISH GENERAL"

S.S. (

) Due 4.63

Port NEWCASTLE/TYNE

Rpt. No. 518

Examined & condition		Examined & condition	
In dry dock from		* Hatchways	Good
" " " to		* Ventilators	Good
Shell plating	Good	* Air & sounding pipes	Good
Sternframe	Good	Doublers under sounding pipes	Not exd.
Rudder	Good	Steering arrangements (main)	} Good
Was rudder lifted?	No	" " (aux)	
Plating, etc. in way of shell openings	Good (water boxes)	Windlass	Good
Side scuttles & deadlights	Good	Masts & rigging	Good from deck
Overbd. scuppers & discharges	Good	Hand pumps & suction	Good
Forward Hold	Good	W.T. doors	Good
F.P. spaces	Good	Bulwarks, freeing ports, etc.	Good
Chain locker	Not exd.	Summer freeboard as verified	6' 6 $\frac{3}{4}$ " ✓
A.P. spaces	Good	EQUIPMENT:	
Engine space	Good	Equipment letter	d† ✓
Boiler space	Good	Anchors: No. on board	3B 1S
Under E. & B.	Not exd.	Cables {	State if ranged Not ranged
Coal bunker	None		Length on board Stated complete
<del>For</del> well	Good		Mean dias. range from 2 $\frac{7}{16}$ ✓ to 2 $\frac{6}{16}$ ✓
Cement, asphalt, etc., on btm. shell	Not exd.		Rule length 300 Dia. 2 $\frac{5}{16}$ ✓
Weather decks	Good	Mooring ropes	Sufficient
* Casings	Good	Other items:	
* Deckhouses	Good		
* Superstructures	Good		
* Skylights	Good		
* Companionways	Good		

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
Good		F.P. Tank	Good	
Good		A.P. Tank	Good	
Good		Deep Tank No. 1 (Ford.)	Not tested	
-		" " No. 2		

For other tanks see overleaf

\* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS".

15m,8,62 (MADE AND PRINTED IN ENGLAND)

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*Rae H. Duncan*  
 Surveyor to Lloyd's Register of Shipping  
 N.F.H. DUNCAN.

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