

25 JUL 1953

No. 58390

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th July 1953 When handed in at Local Office 10th July 1953 Port of Cardiff
No. in Reg. Book. 03085 Survey held at Cardiff Date, First Survey 13th April 53 Last Survey 10th July 1953
(No. of Visits 24)Built at Victoria B.C. By whom Victoria Mch. Repor. Co. Ld. When 1942 Month 12
GROSS 7161.90 Owners Tampus Shipping Co. Ld. Owners' Address (It not already recorded in Appendix to Register Book)
UNDER DK. 6702.20 Managers W. H. Senger & Co. Ld. Port belonging to London
NET 4399.96Surveyed Afloat or in Dry Dock? Both Name of Dock Mount Pleasant Dry Dock Destined Voyage ✓
Cell/D/Bor/D/Ba feet; uE & B. feet; f. feet
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. 12211 Port HEL

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 yesnot required.Was a damage report made by anyone else? if so, by whom? Salvage Surveyor.REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY OIL CONVERSION AND DAMAGE.NOW DONE.SPECIAL SURVEY "C"

Vessel placed in dry dock. shell plating and under cleaned. examined found or placed in efficient condition and recoated.
Holds, tween decks, superstructures, peaks, bunked, engine and boiler spaces examined, and steelwork scaled and recoated where necessary. Limbers, floor and spar ceiling and pipe casings. also cement chocks at vessels sides removed as required for examination of structure in way. plating in way of openings examined all tanks, including fore and after peaks, deep tank and domestic F.W. tanks examined internally and tested to Rule requirements.

please see page 2.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed				part 2.				see report.
Removed and Fair'd or Repaired	2							
Fair'd or Repaired in place	3			8.				

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks								
Caulking of Decks	"							
Coamings	"							
Beams & Fastenings	"							
Outside Plating	"							
" " in way of sidelights	"							
Frames	"							
Reverse Frames	"							
Longitudinals	✓							
Transverses	✓							
Floors	Good							
Keelsons	"							
Stringers	"							
Inner Bottom Plating	"							
Have the Tanks been examined internally?	yes							
Have the Tanks been tested?	yes							
Bulkheads								
Ceiling	"							
Cement or plaster	"							
Rudder	"							
Steering gear and its connections	"							
Windlass	"							
Have pumps been examined and found efficient?	yes							
Have Sluice Valves been examined and found efficient?	yes							
Have Watertight Doors been examined and found efficient?	yes							
Have Ventilators and their Coamings been examined and found efficient?	yes							
Air and Sounding Pipes	Good							
Doubling Plates under Sounding Pipes	"							
Engine Room Skylights	Good							
Coal Bunkers, Openings, Covers, &c.	"							
Oil Bunkers	✓							
Scuppers	Good							
Cargo Hatchways	"							
Hatches	"							
Planking								
Caulking								
Treenails								
Breasthooks & Stems								
Transoms, Pointers & Brutches								
Timbers of Frame at openings								
" " at other places								
Stringers, Clamps & Shelves								
Salting								
Copper, or Y.M.	✓							
(State if on felt.)								
When fitted, Month	✓							
Year	✓							
Boats	Good							
Masts, Yards, &c.	Good							
Condition, how ascertained	by examination							
(State if wedges removed.)								
Equipment letter	24							
Anchors, No. of	3 + 1.							
Cables (State if now ranged)	yes							
" length	270 fms							
" mean diam	2 1/16							
" (on board.)								
" Rule length	270 fms							
" size	2 5/16							
Chain Locker	Good							
Hawsers & Warps	Sufficient							
Standing and Running Rigging	Efficient							
Sails	✓							

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 as No. 1-38."

This vessel is in efficient condition and eligible in my opinion to remain as classed with fresh record of survey 7.53 and the notation S S Off. 7.53

Survey Fee (per Section 23)	£ 70. 0. 0.	Fees applied for,
OIL CONVERSION	30. 0. 0.	24 July 1953
Special Damage & Repair Fee (if any)	20. 0. 0.	GUINER
(per Sec. 23)	5. 0. 0.	Received by me,
Travelling Expenses (if chargeable)	£ 18. 8. 0.	19
LATE FEE. 3. 7. 53.	4. 4. 0.	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute

Character Assigned

TUESDAY 18 AUG 1953

7.53 Off. (with endorsement)

S.S. Off. 7.53 + LMC 7.53

S. 4.53

Fitted for oil fuel 7.53 F.P. above 150°F

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITER

Lloyd's Register Foundation

004564-004572-0125 1/6

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BEATUS.How Done Cont.Special Survey Cont.

cables ranged, chain locker, anchors, decks, casings, boats masts.
rigging and general equipment examined. Hatchways, Ventilators
all closing appliances, hand pump, watertight doors, air and
sounding pipes, windlass, steering gear (main and auxiliary).
examined found a - none satisfactory.
Freeboard verified. New certificates issued.

Repairs how effected. W.T.

Rudder lifted bottom quadrant bush renewed

" plating in way of arms. renewed

" steady upper bearing removed for examination. The piece on
transom floor taking bearing bolts was built up with welding.
reforced and bearing refitted new bolts fitted bearing relubed.
port Bowes anchor. shackle pin renewed.

chain cables #9 studs hardened up. 1 stud renewed.

shell plating repaired damages.

shell plate. K stroke No 3 and 4 from aft. port side. Fairid in place.

" J stroke. No 1 lower from fwd. (Port side)

" J " No 1 upper " " (port side) below hawse pipe. doubled.

" J " No 9 " " (port side). 2 spaces. Fairid in place.

" J " No 11 " " (" ") 2 " at 1 indent. fairid in place

" J " No 12 " " (" ") 4 " " 3 " " " "

" H " No 10 " " (" ") 2 " " " "

" H " No 11 " " (" ") 3 " and 3 frames. " " "

" H " No 5, 6, 13, 14 " " (" ") off fairid and refitted

" H " No 4 " " (" ") renewed, frame fairid in place

" G " No 5, 13 " " (" ") off fairid and refitted

" G " No 9-11 " " (" ") 2 spaces. fairid in place.

" F " No 10 " " (" ") cropped part off fairid. refitted.

" F " No 5 " " (" ") 2 spaces. fairid in place.

" F " No 11 " " (" ") 2 " " " "

" F " No 13-14 " " (" ") 4 " " " "

" E " No 11 " " (" ") 1 " " " "

" J " No 1. LOWER " " (Starboard side). 1 " " " "

" J " No 3 " " (" ") 1 " " " "

" J " No 1 from aft. (" ") 1 " " " "

" J " No 4 from fwd. (" ") 2 " " " "

" H " No 4, 6, 8, 13, 14, 15 from fwd (Starboard side). 2 spaces to plate " " "

" H " No 5 " " " " off fairid and refitted.

" G " No 4, 5, 7, 12, 13, 14 " " (" ") fairid in place

" F " No 6 " " (" ") 3 spaces " " "

" A " No 6 from aft. (" ") 1 " " " "

" Stern contour plate from aft. (" ") 1 " " " "

Main frames in way of shell plates 14, 13, 14 (Port side) 5 off. Cropped. off fairid. refitted.

5 Beam knees in way

Deck beams in way. 5 off. Cropped and part renewed (approx. 5'0" long each).

please see page 3

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"BEATUS."Repairs how effected. W.T.Special Survey Cont

Main shell frame in way of. Shell plate F.10. port side. (1 off.) aft faired and refitted

Bilge bracket on frame renewed also beam knee (cross lumber)

Bilge Keel (port side.) forward end. cropped and part renewed (approx 16'-0").

No 2 Double Bottom tank shell 'B' stroke inboard seam 34 units renewed (port side)

" " " " " " outboard " 52 " " (port side)

No 3 " " " " " 'B' " inboard seam. 68 " " (" ")

No 4 " " " " " 'B' " " " 68 " " (" ")

" " " " " 'B' " " " 68 " " (starboard side).

No 7 " " " " " Keel seam port and starboard. 394 " "

No 8 " " " " " " " " 148 " "

shell plate F stroke No 9. in No 2 Hold. 66 units renewed

" " F " No 11 in Cross Bunker. 32 " "

No 2 Hold. Tank top. 'B' stroke port and starboard approx. 50'-0" renewed

" " A " " " " After end. plating faired and stiffeners

2 rows. 3 spurs long. 6 x 3 1/2 x .50 T&E To plate fitted below tank top

cross Bunker bld in Tween Dth.

3 Centre plates renewed 2 side plates (P.S.) cropped and part renewed

2 stiffeners with brackets renewed 7 stiffeners aft for press and refitted.

3rd between opening and ship side. doubler fitted on bld at bottom.

cross Bunker Tween Dth starboard side

2 Stringer plates renewed. approx. 45'-0"

strake adjacent to stringer plate. plate renewed approx 28'-6"

" alongside saddleback deck plate cropped & part renewed. 13'-6"

saddle back coaming doubled.

Tween deck frames in way of chocks doubled. (15 off.)

plate shell chocks renewed where necessary. (19 off.)

one Tween Dth frame bracket at deck renewed.port side

Deck plating strake adjacent to stringer port renewed. 28'-6"

" " alongside saddleback. doubler fitted 14'-8"

saddleback coaming doubler fitted

Tween deck frames in way of chocks doubled. (11 off.)

" " between cross Bunker hatch and casing doubled 20'-6" x 58"

" " cross Bunker hatch rest angles renewed.

" " " " " port side coaming B.A. renewed

" " " " " coaming. 34 plates renewed.

" " " " " beam. renewed.

upper Deck " " " Ford & aft coaming. doubled. full width

Saloon house forward port side doubled in way of stem pipes

Galley, Fiddley casing and forward end of engineers house (P) in way of

stem pipes doubled.

Fiddley casing top port and starboard doubled.

Striking plates fitted under all sounding pipes in double bottom

tanks and bilges.

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"BEATUS."Repairs how effectedSpecial Survey Cont.Deep Tank.Starboard Side.

Horizontal stringer on after bhd snapped. part renewed

" " at shell with tripping bld complete. renewed

" " after corner bracket renewed

Temporary repair removed.

Girders below deck. double fitted on flange full length.

" " bracket at aft end renewed and extended in length.

Deck beams between Centre line bld and girder reverse angle fitted (40ft).

Plate between longitudinal stringer and thrust recess. renewed

port side

Horizontal stringer on aft bld snapped and part renewed

" " at shell with tripping bld complete renewed

" " after corner bracket. renewed.

Temporary repair removed.

Girders below deck doubles fitted on flange full length.

" " bracket at aft end renewed and extended in length.

Deck beams between Centre line bld and girder reverse angle fitted. (40ft)

after bld. 4 outboard stiffeners brackets at top renewed.

Centre line bld. starboard side 2 brackets at top renewed.

" " Port " 2 " " "

" " plating complete renewed

Plate between longitudinal stringer and thrust recess. with fore angle renewed

aft peak tank

Centre line work plate. 1 plate renewed. 6'4" x 28" (Forward)

" " 1 vertical stiffener renewed. with bracket. (Forward)

Forward bld. 6 stiffeners brackets renewed

after bld " " "

Engine room skylight. 3 flaps renewed.

Tween Deck bld between No. 3 & 4 Holds. doubled at bottom in Centre 12'0".

all hatch beams doublers at ends. closed fairing and welded.

5 hatch beams removed fairing and refitted

No. 2 and 4. Double bottom tanks shell bottom internally pittings built up with welding.

No. 3 Hold. Centre line bld. stiffeners remolded.

No. 3. 0.35m tank air pipe p and s. aft end of hold. part renewed.

Samson post. stays. 3 part and stbd. renewed

3 Fiddley top forward storm cones. renewed

34 wood hatch cones renewed

Fiddley door lock p and s. renewed

No. 1. 0.35m tank air pipe part and stbd. part renewed.

W. T. over port side Saloon house. to hold remolded. made good.



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on the

BEATUS.

OIL CONVERSION FROM COAL BURNING

The vessel has now been converted from coal burning to oil burning. oil fuel is to be carried in Nos 2, 3, 4, and 7. Double bottom tanks and deep tank in No 4 hold, in addition settling tanks to be fitted in tween deck abreast the engine casing.

work done for oil conversion

No 2, 3, 4 and 7. double bottom tanks Centre Keelson made watertight.

all cement removed from tanks.

New 4" dia air pipes fitted to double bottom tanks where necessary air pipe fitted with wire gauge and flaps.

No 2, 3, 4, and 7. Double bottom tanks. tank top seams welded and rivets in seams caulked.

Deep tank. tank top (deck). seams welded and rivets in seams caulked.

" " Bulkheads. 5B and 6B. two bottom strakes seams and rivets welded, rivets in seams and stiffeners caulked.

Both toes of bld banding angles welded, and rivets caulked.

Gutterway bars fitted on tank top in hold and engine room at bld.

Deep tank. 10" x 3 1/2" x 3 1/2" x 5" channel fitted across corner of large stringer at outboard side port and starboard (port - aft.) on stringer

The trimming hatch on deck port side. blanked off and made oil tight manholes.

Hatch lid (port side) repointed for oil and additional toggles fitted. one between existing toggles.

Ventilated trunks port side. removed and openings blanked over. with welded spigot patches.

Bulkhead. 5B. after side wood sheathed. leaving 6" air space Cofferdam fitted in aft frame space No 6. D. 3rd tank by welding up manholes and apertures in floor No 6 making same oil tight.

Suctions, sounding pipes and air pipes fitted in Cofferdam.

No 3 and 4 Double bottom tanks made common.

Domestic F.W. tank port side in tween D. a Cofferdam fitted between bottom of F.W. tank and deep tank, tank top

cross bunker bld fore end of boiler room made watertight

Tunnel through cross bunker removed. and openings in bld at each end. plated over.

Pocket bunker port side in cross bunker. removed.

Settling tank 16'6" x 12'0" x 6'0" fitted in tween deck. port and starboard alongside engine casing on deck girders. a gutterway bar fitted on deck fore end of tank (port side).

Hinged steel w.t. door. 5'9" x 2'6" Birming fitted on casing side in tween deck port side. for access to settling tanks.

The alterations carried out are as per approved plan. 1.5.53.

Door in ladder at tween deck port side. permanently closed welded.

ash shoot in tween D. removed openings in shell and deck plated up.

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"BEATUS"DAMAGE NO 1.

Stated to have been sustained through vessel grounding.
permanent repairs have effected

Shell. B stroke No 6. plate from fwd. 4 spaces fairer in place

" B " No 7 " " " 3 " " "

" C " No 5-6 " " " off fairer and refitted

" D " No 8 " " " 5 spaces fairer in place.

No 3. Double bottom tank internals

No 7. floor from fwd. fairer in place, and 1 new angle stiffener fitted.

No 8. " " " " " "

No 9-10. " " " " " 2 " " "

No 11-12. " " " " " "

No 13. " " " Te. shell angle cropped part renewed, and plate fairer in place.

No 4 Double bottom tank internals

No 1 floor from fwd cropped and part renewed, 2 stiffeners renewed.

No 2 " " " " " 3 " "

Shell angle of No 1-2 floors off fairer and refitted

No 3-4. floor from fwd. fairer in place and 2 new stiffeners fitted

on completion of repairs No 3 and 4. 3.3m tanks tested found tight.

DAMAGE NO 2.

Stated to have been sustained whilst entering Queens dock Cardiff on the
4th July 1953. Voyage from Mount Stewart D. Dock to Queens Dock. Vessel
struck lock entrance. port side.

on examining vessel afloat found.

Shell. H stroke No 5 plate from fwd (P). bottom landing aft end of plate slightly set in.

" G " No 5 " " " (P) Top " slightly set in.

" H " No 14 " " " (P). rivets scrubbed.

temporary repairs have effected

H stroke No 5 plate from fwd. (P). rivets caulked. 2 rivets pop welded seam rescaulked.

H " No 14 " " " (P). 9 scrubbed rivets caulked.

have tested on completion found tight.

Encroachment items Indented bottom plating, stern plate, Bilge keel port side
fwd. and Tank bilge bracket. (w cross brk.) now dealt with

The following shell plates not dealt with owing to time and labour
but do not affect the efficiency of the vessel and permanently
dealt with at owners convenience Cat. 'B'.

H stroke No 5, 7, and 16 from fwd. slightly set in port side

J " No 7, 9, 14, 15-16 " " indents " "

K " No 3 and 4 from aft " " "

The above plates to be dealt with at owners convenience examined
and efficient near time.



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