

28 FEB 1947

No. 1676

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 27/1/47 19 When handed in at Local Office 19 Port of ALGIERS. (N.A.)

No. in Survey held at ALGIERS. (N.A.) Date, First Survey 3/7/46 Last Survey 21/1/47 19  
Reg. Book. (No. of Visits 39)

83568 on the ~~Wood-iron~~ Steel Screw Steam Tanker "TEMARA" (ex. Sunflower)

TONNAGE: — Built at Dartmouth By whom Philips & Son, Ltd. When 1925 1 mo.

GROSS 1033 Owners Secoy - Vacuum Transportation Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK 814 Managers = Port belonging to LONDON.

NET 516

Surveyed Afloat or in Dry Dock? Both Name of Dock No. 2 Graving Dock. Destined Voyage West African Ports.

Cell D B or 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. 112960 Port Lon.

(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 =

Society's Freeboard (if assigned) as 13 ft 10 ins.  
painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR RECLASSIFICATION.

This 21-year old vessel was taken over by the U.S. Navy at the time of the North African Invasion in November, 1942 and has been employed as a water tender. The French Navy took over on the 24th April, 1944, and vessel returned to the present Owners in April, 1946.

NOW DONE:— Vessel placed in drydock, rudder, stern frame, keel and stem examined and found or put in good condition and afterwards recoated. (anti-corrosive and anti-fouling compositions).

Outside shell plating carefully examined, hammer tested and drilled as deemed necessary, and found or put in good condition. (Drilling results at the back.)

Forward Pump Room, Chain Locker, Stern, Crew's Accommodation, Forward Dry Hold, Nos. 1, 2 & 3 Cargo Tanks (P & S), Bulkheads, After Pump Room, Engine and Boiler Spaces, all oxidation removed from all parts of the vessel, carefully examined and found or put in good condition, and afterwards recoated. Each Oil Compartment tested as required

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	(P.T.O.).
Renewed ...	7	=	=	=	26	=	11	Centre line Bulkhead in and	
Removed and Fair'd or Repaired	5	=	=	=	=	=	=	Transverse Bulkhead between	
Fair'd or Repaired in place ...	16	=	=	=	=	=	6	Nos. 1 & 2 Cargo Tanks practically	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good		good		good		
Caulking of Decks	=	Ceiling (Dry Hold)	good	Coal Bunkers, Openings, Covers, &c.	=	(State if on Felt.)	=
Coamings	good	Cement or Asphalt	=	Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	good	Rudder	good	Scuppers	good	Boats	good (new)
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good
" " in way of sidelights	good	Windlass	good	Hatches	good	Condition, how ascertained	=
Frames	good	Have pumps been examined and found efficient?	yes	Planking	=	(State if wedges removed.)	=
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	=	Caulking	=	Equipment letter	m
Longitudinals	=	Have Watertight Doors been examined and found efficient?	=	Treenails	=	Anchors, No. of	3.B, 1.S, 1.K.
Transverses	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	=	Cables (State if now ranged)	yes
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	=	" length 180 mean diamr. 1 8/16" (135)	
Keelsons	good	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings	=	" (on board.) 1 8/32" (45)	
Stringers	good			" " at other places	=	" Rule length 210 size 1 7/16"	
Inner Bottom Plating	good			Stringers, Clamps & Shelves	=	Chain Locker	good
Have the Tanks been examined internally? yes				Salting	=	Hawsers & Warps	good
Have the Tanks been tested? yes				State if examined.)		Standing and Running Rigging	good
						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 ss No. 1-38."

This vessel is in good and efficient condition and fit to carry Homogeneous Cargo of Petroleum in Bulk and/or Package Cargoes, and eligible, in my opinion, to be re-instated in class, viz. "100A1" with the notations "ssAlg.-1,47" and "Decking date 10,46", SUB JECT to all Anchors on board being verified with certificates and Chain Cables being placed in order at the first opportunity; indicated shell plates G1 & F2 (s.s.f.) and B1 & B2 (p.s.f.) being dealt with at Owners' convenience.

Survey Fee (per Section 29) £ 38 : 0 : 0  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 81 : 18 : 0  
Travelling Expenses (if chargeable) £ 8 : 0 : 0  
Second Surveyor's Fee (if any) £ : : :  
To be collected in the U.K.

Fees applied for,

At London 19.47  
Received by me, 28.2.47

Committee's Minute 25 APR 1947

Character Assigned

Reinstate + 100A1 carrying Petroleum in Bulk

Fitted for oil fuel 1,25 F.P. above 150°F.

5.9.46

10.46 alg. S.S. alg. - 1.47 subject

Reclassified 1.47

CERTIFICATE WRITTEN

Lloyd's A & C

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



I.B.—If this Report is copied by Copying Press, especial 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.

Plating in way of sidelights examined and found or put in good condition. Double bottom tank (E.R.), Fore and After Peak Tanks, Oil Fuel Bunkers examined internally and tested as required by the Rules.

Thickaesses of Plating in millimetres ascertained by drilling on the 15th September, 1946 at ALGIERS.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY BILL.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	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.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

*Port of* ALGIERS. (N.A.)

Continuation of Report No. 1676 dated 27/1/47

on the

Steel Screw Steam Tanker "TEMARA".

SHELL PLATING PORT SIDE. (Numbered from forward):-

A5 & 6 plates renewed.

A2,13 & 14 plates faired in place.

B1 & 4 plates faired in place.

B5 & 6 plates renewed.

E1 plate faired in place.

G2 plate faired in place.

H8,9 & 10 plates removed,faired and refitted.

H10 & 12 plates faired in place.

KEEL PLATES:- Nos. 6, 7 & 11 keel plates renewed and internal structure in way faired in place.

UPPER DECK:- STARBOARD. Doubling plate, 9'X /'9"X<sup>3</sup>/<sub>8</sub>", welded on C strake in way of No.2 Cargo Tank.

AFT. 8 Doubling plates, each 10'0"X 4'6"X  $\frac{3}{8}$ ", welded in way of Capstan on Port and Star'd sides.

EXPANSION TRUNK DECK:- PORT SIDE. Nos. A2, 3 & 4 plates renewed.

Nos.B4 & 6 plates renewed.

STAR'D SIDE. Nos. A2 & 4 plates renewed.

Nos.B3 & 5 plates renewed.

Doubling plate, 4'6" X 2'6" X  $\frac{3}{8}$ ", welded on B4 plated

EXPANSION TRUNK SIDE(P & S ):- 2 Side plates, 15'9"X 3'9"X  $\frac{3}{8}$ ", with stiffeners ranched in way of No.1 Cargo Tank.

FORECASTLE DECK, STAR'D SIDE:- Deck stringer and gunwale angle in way of Crew's Quarters renewed. Wood deck repaired as required and recaulked.

FORE PEAK TANKTOP PLATING:- On Port & Star'd in way of Collision Bulkhead, one doubling plate, 8'0" X 6'0" X  $\frac{3}{8}$ ", welded. 8 Flanged vertical brackets with angle connections renewed to C. Bulkhead and Tanktop plating.

AFTER PEAK BULKHEAD (Engine Room):- Doubling plates, 20'0" X 3'6" X  $\frac{3}{8}$ ", welded to upper strake.

AFTER PEAK TANK:- 4 Deck beams and brackets renewed.

Deck angle connections of wash plate renewed.

10 Stiffeners to After peak Bulkhead renewed.

FOREWARD DRY HOLD:- 50 Defective Steel cargo battens removed, faired and refitted.

Ceiling boards renewed and/or repaired as required.

No.1 CARGO TANKS(P & S ):- CENTRE LINE BULKHEAD. Top strake, 19'6"X 3'0"X 5/16", 2nd, 3rd & 4th Strakes, each 19'6"X 4'6"X 3/8", removed complete with vertical stiffeners and angle connections.

TRANSVERSE BULKHEAD between Nos. 1 & 2 Cargo Tanks. Horizontal upper strake (P&S) each 12'0"X 3'2"X 5/16", renewed. Four strakes of plating (P&S), each 13'0"X 5'0"X 3/8", complete with stiffeners and shell and deck connections renewed.

18 Bulbangle deck beams, 10'0" X 6" X  $\frac{3}{8}$ " each, in expansion trunk R&S) renewed. 98 Brackets, 18" X 18" X  $\frac{3}{8}$ ", and lugs connecting expansion trunk to centre line and transverse Bulkheads and expansion trunk sides renewed.

2 Vertical Web frames, 10'0" X 18" with  $4\frac{1}{2}$ " flange, and two Web frames, 13'0" X 18" X  $\frac{3}{8}$ " with  $4\frac{1}{2}$ " flange renewed, respectively on Port and Star'd.

4 Horizontal brackets, 4'0" X 4'0" X  $\frac{3}{8}$ " with flange, connecting forward Bulkhead to C.L. Bulkhead (P&S) renewed. Steel hold ladders, 3" X 18'0", renewed (P&S). 40 Defective steel cargo battens removed, faired and refitted.

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Stream Wre 60 f - 3 1/2" S.W.  
Low Line 90 f - 3 1/2" S.W.  
Wings } 1 - 90 f - 6" lamp  
Hairs } 1 - 90 f - 5" "

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A close-up photograph of the spine and front cover of a book. The spine is made of a light-colored, textured material, possibly cloth or leatherette, and shows signs of wear. The front cover is a darker, mottled brown color. A small, dark, rectangular label is visible on the spine near the top. The book is bound in a traditional style with visible stitching along the spine.

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