

Rpt. 8

Date of writing Report 27th Oct., 1958

When handed in at Local Office

OF GENOA

51 OCT 1958

No.

23716

Survey held at MALTA

No. of Visits 3=

First Date 17/10/ 19 58

Last Date 21/10/ 19 58.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

on the Iron or Steel

M/V "BRITANNIA"

Tons gross 646

Built at Middlesbrough

By Whom Smith's Dock Co. Ltd.

When 1918

Owners Phoenicia Shipping Co. Ltd.

Owners' address
(If not already in R.B.)

Managers

Port of Registry

Malta

Surveyed Afloat or in Drydock afloat

Name of Dock alongside discharge wharf.

Date of last exam. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

1938

Port

Lgs.

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being indicated. For Annual, Special or other Condition Surveys the Summary of ion and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey summarised at the end of the Report. The reasons for Repairs must be stated. account of Damage (the alleged cause of which must be stated) should be separated ails due to other causes, and, besides being detailed in the body of the Report, summarised in the form below. When, at a Special Survey, the Shell and Deck drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain e replaced or retested the necessary particulars are to be given on Report 8(Eq) e attached to this Report.

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

100 A1

LMC 9/57

SS 10/53

TS CL 10/57

Dkg 10/57

s and references to any letters relating to this Report Gen.25/10/58etc.

e cases where the Surveyor has not made a special damage report he should state whether he offered

ervices for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified

ft - ins

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

NATION AND REPAIRS AS PER RULE FOR

COMPLETION OF SPECIAL SURVEY "C".

due 10/57, ship 40 years old.

The parts now examined are indicated in Tables Nos. 1 & 2 overleaf.

REPAIRS, WEAR AND TEAR :-

SIDE SHELL PLATING :-

No. 1 Hold (PS) :-

Plating in strake 1st below sheer wasted - to renew 2 plates full length.

No. 1 Hold (SS) :-

Plating in strake 1st below sheer (for'd plate) wasted - to be renewed.

No. 2 Hold (PS) :-

Sheerstrake set in and fractured in for'd section - to renew for'd 3 fr. spaces.

Plating in strake 1st below sheer wasted - to renew 2 plates full length.

Upper deck at side buckled - crop and renew wing section of stringer plating, also U. Dk plating for'd of Bridge front to have closing rivets or welds fitted in way of existing doubler and 1st deck beam from No. 2 hold after bulkhead to be efficiently connected to deckhead in way of its frame knee.

No. 2 Hold (SS):- Plating in strake 1st below sheer wasted - to renew 2 plates

CONTINUATION OF SHEET 2

ARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
wed								
oved and Faired or Repaired								
d or Repaired in place								

Survey also been held on machinery of the Ship?

not yet.

Is Classification Certificate required? If so, to be sent to

no

the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

no

RAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now surveyed, will be eligible in our opinion to remain as Classed when repairs ructure of F.P.Tank and side shell plating etc. (PS) (wasted), deck in way of leakages, bilge pump and eating (PS) in E.R. (temporarily secured) have been dealt with, and to 37½ fms. of chain cable (lost) provided on board, also 60 fms. of chain cable (worn) being renewed, and shell of all d.b.tanks tested - by completion of Special Survey.

(J.D. Sutherst) for

W.J. HIPWELL & SELF.

Surveyor to Lloyd's Register of Shipping

FRIDAY 28 NOV 1958

Noted for Header

009522-009526-0180 1/2

TUESDAY 28 JAN 1960

Delete "L.V. SS incomplete" & insert "SS incomplete" "Surveys overdue 10.57"

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SPECIAL SURVEY

SURVEY "C"

pt. 9a

Side	Items	Now Examined		Tanks	Now Examined Internally		Now Tested
		YES	NO		YES	NO	
	Shell plating, examined examined	yes		F.P. Tank	yes		no
	Rudder lifted	no		A.P. "	no		no
	Weather Decks, Superstructures and Casings	yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	no		no
	Hatchways, Covers, closing and securing appliances	no					
	Ventilator coamings, skylights, companionways and closing appliances	no					
	Holds in way shell plating	all - yes.		Fresh Water Tanks	no		no
				Deep Tanks	none		no
				Oil Fuel Bunkers and Settling Tanks	no		no
	Tween Decks	no					
	Fore Peak Spaces in way of U. Deck	yes		Side Tanks	none		no
	After " "	no		Wing Tanks	none		no
	Engine Space	no		Other Tanks	-		-
	Boiler " "	no					
	Under Engines and Boilers	no		Cargo Tanks (Tankers)	-		-
	Tunnel and Well	no					
	Coal Bunkers	none		Cofferdams	no		no
	Chain Locker	no					
	Other Spaces	-		Pump Rooms	-		-
				Have Tanks now Examined been Cleaned as Necessary?	yes		
				Have Struts in Cargo Tanks (of Tankers) been removed?	-		
				Have Tanks been Retested as necessary after completion of any Repairs?	-		

Have the spaces now surveyed been cleared and cleaned as necessary? yes-extensive shell cement boxes in holds removed.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? no

Have the bilges been cleaned out and examined? no

Has cement in bottom been examined? no

Has steelwork had rust removed and afterwards been recoated as necessary? no

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? none

Has a Load Line Survey been held? no If so, state which -

Have the shell and deck plating been drilled as per Rule? no

If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? no

If so, report details in body of Report.

NOTE:- Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:-

Shell plating (side). - see body of Report.	Ceiling and Cargo Battens	not examined	Sluice Valves examined and found	none
" " in way of side scuttles not exam.	Cement or Asphalt	" "	Air and Sounding Pipes	see body of Report
Rudder and Sternframe	Cargo and other Hatchways	" "	Doubling Plates under Sounding Pipes	not examined
Decks - see body of Report	Hatches and closing appliances	" "	Masts and Rigging examined and found	"
Superstructures and their closing appliances not exd.	Ventilators, their coamings	" "	Condition, how ascertained (State if wedges removed)	-
Coamings and Casings " "	and closing appliances	" "	Chain Locker	not examined
Beams and Fastenings " "	Companionways and Skylights	" "	EQUIPMENT	
Frames - see body of Report	Shell Openings - see body of Report.		Equipment Letter (j)	
Reverse Frames not examined	Ash Shoots	none	Anchors, No. of -	Condition not exd
Longitudinals " "	Overboard Discharges and Scuppers	not examined	Cables (State if now ranged and examined)	not range
Transverses " "	Freeing ports	" "	" length mean diam.	not
Floors " "	Steering Gear (Main and Auxiliary)	" "	" Rule Length Size	exami
Keelsons " "	examined and found	" "	Hawsers and Warps	not examined
Stringers " "	Windlass examined and found	" "	State if any Anchors or Chain Cable have	
Inner Bottom Plating " "	Pumps " " "	" "	now been supplied or retested, if so,	no
Bulkheads and Tunnel " "	W.T. Doors " " "	" "	complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? no

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee will be sent later

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

3.55. T. (MADE AND PRINTED IN ENGLAND.)

GENOA

Continuation of Report No. 23716

dated 27th Oct., 1958

on the

M/V "BRITANNIA"

(Sheet No. 2)

full length.

No. 3 Hold (PS) :- Sheerstrake plating full length of hold wasted - to be renewed.

Plating in strake 1st below sheer full length of hold wasted - to be renewed.

8 aftermost shell frames (B.A.) wasted - to be renewed from U.Deck to above d.b.tank top and fit bottom end bkts in each case.

Upper deck stringer at shell defective - to crop and renew wing section and made watertight.

No. 3 Hold (SS) :- Upper deck stringer plating at shell defective - to crop and renew wing section over about $\frac{1}{2}$ length of hold (after end) and made watertight.

(note :- accommodation over in way).

Plating in strake 1st below sheer (after plt.) wasted - to be renewed.

" " " 1st " " (for'd plt.) wasted - crop longitudinally and renew lower section at existing weld (above shell strap).

8 aftermost shell frames (B.A.) wasted - to renew from deck to above d.b.tank top and fit bottom and bkts in each case. (say 18" x 18" x 40" flg.3").

No. 4 Hold (PS) :- Plating in strake 3rd below sheer at aft. end in way A.P.T. bulkhead and extending into Peak wasted - to be renewed.

Shell Plating :- (PS) shell plating in 2nd below sheer No. 2 from for'd wasted - to renew.

(PS) " " " 1st " " No. 2 " aft. wasted - to renew.

Leakage through weather deck in way of for'd stores space, Bridge Front P. & S. to be rendered watertight by electric welding.

note:-2 beams in for'd stores space (U. Dk) wasted on standing flanges in way of access hatch opening.

-defective flanges to be doubled with flat bar elect.welded.

37 $\frac{1}{2}$ fms. of chain cable to be supplied and 40 fms. of worn chain cable on board to be renewed as soon as possible.

(PS) Bilge pump (at present temporarily seated) to be properly adjusted and permanently fitted and secured to its seating.

Shell of all d.b. tanks to be tested.

Fore Peak tank :- 3 beams of tank top, standing flanges wasted - standing flanges to be burnt off at root and renewed.

1 sounding pipe (SS) wasted - to be renewed.

(PS) fracture in shell painting stringer at aftermost frame slot to be elect.welded and collared.

1st shell frame from collision bulkhead P. & S., standing flanges wasted at lower sections - standing flanges to be burnt off and renewed up to existing butt weld of previously renewed frames.

2 painting stringer stripping brackets (1 P. & 1 S.) at about mid-height of tank, wasted - to be renewed.

Cement in way of fitting of (PS) hawse pipe to shell (leakage) - cement to be removed and hawse pipe connection to shell made watertight.

This Report is forwarded for the information of the Committee.

It is not known whether, when or where the required repairs will be carried out - please see Genoa

letter addressed to Head Office (Classn(H)) dated 25/10/58.=