

Rpt. 8

Port

MALTA

No.

2057

Date of writing Report

21.9.57

When handed in at Local Office

Received London

19 OCT 1957

Survey held at

Marsa, Malta

No. of Visits

22

First Date

16.1.

1956

Last Date

9.9.1957

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.

04542

on the Iron or Steel M.S.

"BRITANNIA"

Built at

By Whom

Tons gross 623
Year 1918 Month

Owners

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

Managers

Port of Registry MALTA

Surveyed Afloat or in Drydock

Afloat

Name of Dock

Date of last examn. in Drydock

8/55

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

Last Report: No.

124

Port

Suez

To be filled in at Head Office.

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

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

SS 10/53
DS 8/55ES 10/53
MBS 8/55
DBS 4/55
TS(CL) 11/53
SPS -

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

Give dates and references to any letters relating to this Report

As stated below.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Not required

Freeboard as marked on ship and now verified

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR

advancement of Periodical Special Survey, alterations and repairs.

These done

Alterations and additions (Ref. Malta letters of 8.6.56, 7.7.56, 22.6.57, 18.7.57, 22.7.57, 13.8.57, 27.8.57, 9.9.57, 10.9.57, 11.9.57 and London Ship 13.6.56, 20.7.56, 23.8.57, 6.8.57, 22.8.57 and Blau (H) 22.8.57 & 23.8.57)

Bridge deck

Fidley, funnel and boiler room ventilator coamings removed. Hatchway made and fitted in accordance with plan submitted 8.6.56, approved 23.8.56. Hatchway coamings, beams, covers, cleats and lashings (bedding bars) fitted to Rule requirements.

Funnel reduced in height and now fitted at forward end of engine room skylight.

Bumpers, one each, port & starboard, removed and openings permanently closed with E.W. steel plates.

Bridge, after bulkhead, 3 in w. steel lined W.T. doors removed and openings permanently closed with E.W. steel plates.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	See body of report.
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

Yes
Now

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

As.

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

Yes

GENERAL 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 seen is in good condition and eligible in my opinion to remain as classed in the Register Book without fresh record of Docking, and to have the notation of SS Mlt (with date) when the survey has been completed, subject to being drydocked for general Examination and the windlass, internal structure in fore peak tank, repairs to p.s.f. shell plating, steering gear and chains being further examined and dealt with as necessary on arrival at Naples from Malta, also to sixty fathoms of chain cable being supplied at earliest opportunity.

W. H. H. H.
Surveyor to Lloyd's Register of Shipping

TUESDAY - 5 NOV 1957

Date of Committee

Minute

Deferred

- Await Naples Report



© 1957

Lloyd's Register
Foundation

009522-009526-0181 1/4

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR <i>advancement of special</i>				SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	<i>No</i>	F.P. Tank	<i>No</i>	<i>No</i>	
Rudder lifted	<i>No</i>	A.P. "	<i>Yes</i>	<i>No</i>	
Weather Decks, Superstructures and Casings	<i>Yes</i>	D.B. Tanks (indicate Oil Fuel and Cofferdams)	<i>O.F. Yes</i>	<i>Yes (after only)</i>	
Hatchways, Covers, closing and securing appliances	<i>Yes</i>	Fresh Water Tanks	<i>All-yes</i>	<i>Yes</i>	
Ventilator coamings, skylights, companionways and closing appliances	<i>Yes</i>	Deep Tanks	<i>None</i>	<i>No</i>	
Holds	<i>Yes</i>	Oil Fuel Bunkers and Settling Tanks	<i>None</i>	<i>No</i>	
'Tween Decks	<i>None</i>	Side Tanks	<i>None</i>	<i>No</i>	
Fore Peak Spaces	<i>No</i>	Wing Tanks	<i>None</i>	<i>No</i>	
After " "	<i>Yes</i>	Other Tanks	<i>None</i>	<i>No</i>	
Engine Space	<i>None</i>	Cargo Tanks (Tankers)	<i>None</i>	<i>No</i>	
Boiler "	<i>Yes</i>	Cofferdams	<i>None</i>	<i>No</i>	
Under Engines and Boilers	<i>No</i>	Pump Rooms	<i>None</i>	<i>No</i>	
Tunnel and Well	<i>None</i>				
Coal Bunkers	<i>Yes</i>				
Chain Locker	<i>None</i>				
Other Spaces					
		Have Tanks now Examined been Cleaned as Necessary?	<i>Yes</i>		
		Have Struts in Cargo Tanks (of Tankers) been removed?	<i>No</i>		
		Have Tanks been Retested as necessary after completion of any Repairs?	<i>After-yes</i>		

Have the spaces now surveyed been cleared and cleaned as necessary? *Yes*

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? *Yes*

Have the bilges been cleaned out and examined? *Yes*

Has steelwork had rust removed and afterwards been recoated as necessary? *Yes*

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

Has a Load Line Survey been held? *Yes* If so, state which *Annual*

Have the shell and deck plating been drilled as per Rule? *No* If so, Report 8(Dr) to be attached *Nil*

Have any alterations to the approved scantlings and arrangements now been effected? *Yes* 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	<i>Not examined</i>	Ceiling and Cargo Battens	<i>Good</i>
" " in way of side scuttles	<i>Not examined</i>	Cement or Asphalt	<i>Good</i>
Rudder and Sternframe	<i>Not examined</i>	Cargo and other Hatchways	<i>Good</i>
Decks	<i>Good</i>	Hatches and closing appliances	<i>Good</i>
Superstructures and their closing appliances	<i>Good</i>	Ventilators, their coamings and closing appliances	<i>Good</i>
Coamings and Casings	<i>Good</i>	Companionways and Skylights	<i>Good</i>
Beams and Fastenings	<i>Good</i>	Shell Openings	<i>Not examined</i>
Frames	<i>Good</i>	Ash Shoots	<i>None</i>
Reverse Frames	<i>None</i>	Overboard Discharges and Scuppers	<i>Good</i>
Longitudinals	<i>None</i>	Freeing ports	<i>Good</i>
Transverses	<i>None</i>	Steering Gear (Main and Auxiliary)	<i>Good</i>
Floors	<i>Good</i>	examined and found	<i>Good</i>
Keelsons	<i>Good</i>	Windlass examined and found	<i>See remarks</i>
Stringers	<i>Good</i>	Pumps " " "	<i>See remarks</i>
Inner Bottom Plating	<i>Good</i>	W.T. Doors " " "	<i>Good</i>
Bulkheads and Tunnel	<i>Good</i>		

Have conditions (A) or ~~endorsements (B)~~ of Class (if any) been dealt with? *Yes* See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee *Port SS. £45-0-0*
Allegation & repair £40-0-0
 Special Damage or Repair Fee (if any)
 Travelling Expenses (if chargeable) *£9-13-0*

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Rpt. 95-8a

Port of *MALTA*

Continuation of Report No. *2057* dated *21-9-57*

on the

motor ship *"BRITANNIA"*

Poop

Poop superstructure made and fitted in accordance with plans submitted 22.7.57 and approved 30.7.57. Bulkhead fitted with steel hinged W.T. doors, 198, closed and secured by clamp handles manipulated from both sides. Length of poop measured from aft side of rudder post to forward end - *feet*
D.B. tank (oil fuel). No 3 hold.

Port and starboard side O.F. tanks removed. D.B. tank fitted in accordance with plan submitted 8.6.56 and approved and amended 13.6.56. Side wells fitted at 198 after ends, air and sounding pipes fitted. Wood ceiling, 2 inch thick laid in battens on tank top and cement checks fitted at sides. Tank tested to Rule requirements on completion.

Bulkhead on Frame 29 (forward engine space)

Hinged steel W.T. door removed and opening permanently closed with E.W. steel plate. Original steam pipe openings permanently closed with E.W. steel plate. Bulkhead here tested on completion.

Steering arrangements

Existing steam steering gear removed from the bridge deck and replaced by electric driven gear in new poop as per drawing submitted and approved. Part of original chain with its lead blocks and sheaves, chain drum and springs utilized in new position. The existing quadrant and stops retained together with the hand gear of the right and left hand screws and nut type. New locking gear fitted to quadrant. Main and auxiliary gear tested under working conditions and found satisfactory. It was recommended that the steering chains, now worn below Rule size should be renewed and requirements for spare gear completed on arrival at Naples for docking.

Windlasses

Existing steam windlasses removed and electric motor driven windlasses fitted. All parts of windlass opened for examination and found satisfactory. The windlass was tested under working conditions and found to be capable of lifting one anchor from maximum depth (Malt's letter 9.9.57 and cables 9.9.57 & 10.9.57). It was recommended that the windlass should be further examined on arrival at Naples for docking.

Chain cables

Four lengths of chain cable found to be worn to below Rule mean diameter and replacement recommended at earliest opportunity. Mean diameter now *15 1/10* inches.

Continued

motor ship "BRITANNIA"Repairs due to wear and tear
Bulkheads

Upper section of bulkhead in Frame 44 (after end of chain locker) heavily wasted. Section renewed, approx eight feet in height. Connection to boundary bars at deck and shell plating E.W. Hose tested in completion.

Lower section of F.P. bulkhead p.s. wasted and perforated. Small doubling plate fitted by E.W. as temporary repair.

Section of upper stringer, p.s., chain locker, wasted and now cropped and renewed. Three frames in way just renewed.

Deck

Sections of forward weather deck in way of No 1 Hatch, p. and s. sides locally pitted. doubling plates fitted by E.W. After and forward ends of this deck were fitted with doubling plates at last S.S. Deck hose tested in completion of repair.

Masts

Main mast wasted at foot. Section approx. two feet in length cropped out and renewed and additional doubling fitted in way by E.W.

Shell plating

Sheer strake, port side, in way of original main condenser and ballast pump discharge openings (valves now removed) heavily wasted. Section cropped out and insert plate fitted by E.W.

Ballast pump discharge valve (now used as main engine cooling water discharge) and general service pump discharge valve now secured to sheer strake plating by studs screwed into heavy steel pads E.W. to plating.

Forward end of No 2 plate and after end of No 1 plate, 2nd below sheer (in way of chain locker) port side wasted and perforated. End sections cropped together with lower section of adjoining plate above. Butts E.W.

This repair was not carried out satisfactorily. The plates were not cropped where required and the plate joggling and rivetting were poor. It was recommended that this repair should be further examined and dealt with as necessary on arrival at docking port of Naples.

Condition of Glass

Bulwark plating, top rail and stanchions, p.s. f. abreast Nos 1 and 2 hatches. Plating released, rail and plating fairied in place. Stanchions removed, fairied and replaced.

motor ship "BRITANNIA"

Alterations to records and particulars.

Registered tons gross :- 645.77
" " net :- 380.45

Additions

Double bottom, oil fuel, tank, length 28 feet 0 in.

Hatch on bridge deck :- length :- 12 feet 6 in

width :- 12 feet 6 in

New winches :- 4 in number, S.W.L. 3 tons.



© 2021

Lloyd's Register
Foundation