

2- JAN 1952

Rpt. 8.

No. (Received at London Office)

No. 21001

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19-12-1951 When handed in at Local Office 19-12-1951 Port of SOUTHAMPTON

No. in Survey held at SOUTHAMPTON Date, First Survey 9-11-51 Last Survey 10-12-1951
Reg. Book. (No. of Visits 5)

OH123 on the Wood, Iron or Steel BARGE "BRITMEX II"

TONNAGE: Built at Belfast By whom Hadam & Wolff Ltd When 1950 MONTH 6
GROSS 474 Owners Esso Petroleum Co Ltd Owners' Address
UNDER DK 442 Managers Port belonging to London
NET 461

Surveyed in Dry Dock? Yes Name of Dock No 2 D.D. Southampton Destined Voyage

Cell D Bor DBa feet; U & B feet; f feet; f 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. 20312 Port London

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
MAI for Harbour	D.B. 5-20
River purposes	D.B. 6-50
only 4.AY	
SS. SOU. A.H. 7 Dr.	
Carrying oil fuel - but not lower	
than 150°F.	D.B. fitted for oil
Fuel 5.20. F.P. also 150°F.	
Society's Freeboard (if assigned) as	
Painted on Ship and now verified	

(Periodical Surveys, when held, must be reported in detail and seriatim 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR part Special Survey.

Used placed in dry dock, shell plating sealed, bottom & rudder cleaned and examined. Rudder stock found twisted, rudder unshipped, removed to shop, stock faired and rudder refitted in place. Pitches and gudgeon bushes in order.

Shell plating examined after sealing and plating in way of shell strike and 1st below, port & starboard found to be badly wasted, pitted and indented, also a large number of rivet points wasted. Test holes were drilled as required and thickness checked and it was recommended that the following plates be renewed.

Speed strike plating: Starboard Nos 1, 2, 3, 4, 6 & 7, port Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & 11. 1st below shell. Starboard, Nos 1, 4, 6, 7 & 9, port Nos 2, 4, 5, 6, 7 & 8. nos 2 plate 2nd below speed strike port side, Poles & wanted to renew also nos 2 plate from aft, port side.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE								
Decks	good	Bulkheads	plated good	Engine Room Skylights	good	Copper, or Y.M.		
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)		
Coamings	"	Cement or Asphalt	"	Oil Bunkers	rusty	When fitted, Month		Year
Beams & Fastenings	"	Rudder	good	Scuppers	"	Boats	good	
Outside Plating	as above	Steering gear and its connections	"	Cargo Hatchways	good	Masts, Yards, &c.	"	
" " in way of sidelights	"	Windlass	"	Hatches	led	Condition, how ascertained	from deck	
Frames	plated good	Have pumps been examined and found efficient?	✓	Planking		(State if wedges removed.)		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter		
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails		Anchors, No. of		
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson		Cables (State if now ranged)	✓	
Floors	not cleaned	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches		" length (on board.)	mean diam. ✓	
Keelsons	"	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		" Rule length	size ✓	
Stringers	"			" " at other places		Chain Locker	✓	
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	✓	
Have the Tanks been examined internally	no			Sarking		Standing and Running Rigging	✓	
Have the Tanks been tested?	no					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."

To the information of the Committee

Survey Fee (per Section 29)	£ 25 : 0 : 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ : : :	1/11 1952	
Travelling Expenses (if chargeable)	£ : : :	Received by me,	
Second Surveyor's Fee (if any)	£ : : :	19	

FRI. 18 JAN 1952

Committee's Minute
Character Assigned: withdraw class
write down & insert (- - -)
Son (copy)

particulars of L. B. Rogers
b. N. Lamb
Surveyor to Lloyd's Register of Shipping.
GENERAL COMMITTEE
Thursday, 24 January 1952
Classing Committee's decision confirmed.

To Certificate required? If so, to be sent to

1952-41990-299010

10m.550. Transfer Ink. (The Surveyors are requested not to write)

