

2- JAN 1952

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19-12-51 When handed in at Local Office 19-12-51 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)on the Wood, Iron or Steel BARGE "BRITMEX II"
DH123
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 461Surveyed in Dry Dock? Yes Name of Dock No 2 D.D. Southampton Destined Voyage
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. 20312 Port London
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER: Date of last Survey and of Periodical Surveys: Machinery and Boiler Surveys (including date of N.B., if any):
M.A. 1st Class D.B. 5-20
River purposes D.B. 6-50
only 4.4Y
SS. SOU. A.H. 7 Dr.
Carrying oil fuel in bulk not lower than 150°F. D.B. fitted for oil
fuel 5.30. F.P. also 150°F.
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

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. Pintles and gudgeon bushes in order.

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

Sheer stake plating: Starboard Nos 1, 2, 3, 4, 6 & 7, port Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & 11. 1st below sheer. Starboard, Nos 1, 4, 6, 7 & 9, port Nos 2, 4, 5, 6, 7 & 8. Nos 2 plate 3rd below sheer stake port side, Rudder wanted to be renewed 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	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	plated good	good	(State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	
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 (State if wedges removed.)
Frames plated good	Have pumps been examined and found efficient?	Planking	Equipment letter
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" length (on board.) mean diam.
Floors not cleaned	Air and Sounding Pipes	Transoms, Pointers & Crutches	" Rule length size
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker
Stringers		" " at other places	Hawsers & Warps
Inner Bottom Plating		Stringers, Clamps & Shelves	Standing and Running Rigging
Have the Tanks been examined internally		Sarking	Sails
Have the Tanks been tested?		State if examined.	

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, 1/11 1952
Special Damage or Repair Fee (if any) £ : : Received by me, 19
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute
Character Assigned

FRI. 18 JAN 1952

withdraw class

write letter & insert (---)

Son (copy)

Surveyor to Lloyd's Register of Shipping.

GENERAL COMMITTEE

Thursday, 24 January 1952

Classing Committee's

decision confirmed.

Part S.S. Continued

wanted to be reviewed.

Notes:- Main deck plating examined and all stringer plates found badly wasted in way of sternway and it was recommended that foremost stringer plate be renewed and all other stringer plates be doubled for half the width of plate.

A general examination was made of all cargo tanks internally as at that time they were not properly cleaned for survey, and the bulkheads, frames & beams etc, appeared in good order, although a number of frames found to be slightly set in, in way of sheer stake plating.

Window opened up and examined.

It was pointed out to the Owners Superintendent that though a number of shell plates might continue efficient for a year or so, our survey covered the first year period, and the defective shell plates and deck plates would require to be dealt with as recommended. The Superintendent requested that survey be suspended until he had discussed this matter with the Owners. We have been informed by telephone by the Southampton Superintendent that the Owners do not desire vessel to be kept in class and he stated that the Owners were sending us an official letter to to this effect, but it has not yet been received and vessel has returned to service.

The following repairs were carried out at this time: - No 1 shell plate, No 1 shell plate 1st below, No 2 shell plate 3rd below, Starboard side and

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

ANCHORS.

Number of Certificate.	Anchora.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collection Weight																
	Stream.....																
	Kedge																

17 Stockless, state Mechanical Test

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

No. 2 steel plate, 1st below port side re-cured.
Main deck plating repaired as recommended.

J. Nichols.