

Rpt. 8.

(Received at London Office)

No. 105788

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Dec. 1948When handed in at Local Office 29th Dec. 1948

No. in Reg. Book.

Survey held at Helburn & Wallsend - n - Type

Port of NEWCASTLE-ON-TYNE

75900 on the Wood, Iron or Steel SS "STANROYAL"

Date, First Survey 22nd Dec. 1947. Last Survey 26th November 1948.

(No. of Visits 132)

TONNAGE :-

GROSS 9135.60

UNDER DK 8029.51

NET 5579.59

Built at Hamburg

By whom Deutsche Schiff-u. Handels A.G. Vulkan

YEAR.

MONTH.

Owners Stanhope Steamship Co. Ltd

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers J. A. Billmeir & Co. Ltd

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock Palmer, Helburn

Name of Dock Swan Hunter & Wigham Richardson

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (Including date of N.B., if any).

Classification

Contemplated.

Cell DBor DBa

feet; uE & B.

feet; f

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. Port

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.

Superintendent. Not required

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

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 9 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR ALTERATIONS, DAMAGE & CLASSIFICATION.

This ex-German merchant vessel (formerly the SS "ISAR") was bought from the Ministry of Transport by the Stanhope Steamship Co. & has been now reconditioned & refitted for ordinary & refrigerated cargo service and re-named SS "STANROYAL". A survey for classification has now been held.

The following alterations have been carried out in accordance with the approved plans & Secretary's letters & Rule requirements:-

1. German Admiralty & British Admiralty fittings removed & dispensed with & structure in way made good.
2. Vessel converted to complete superstructure type by decking over after well. Necessary alterations effected in accordance with the Freeboard requirements to hatch coamings & covers, scuppers & storm valves, coaling doors, companionways etc as per C.11 report.
3. New accommodation for crew built in aftermost shelter between deck cargo space with companion access pass. (P.T.U.)

SUMMARY OF DAMAGE REPAIRS :-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	5 + 2 pr	8 pr		2				
Removed and Fair'd or Repaired								Stim plate part renewed. 1 Breastlock renewed
Fair'd or Repaired in place ...	5	4					3	Temp. reps. 3 beam knees reinforced, A.P. Bulkhead stiffened. 1 shell plate fracture welded etc.

PRESENT CONDITION OF THE

Plating of Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Platings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Platings & Fastenings	"	Cement & Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
Side Plating	"	Rudder	"	Scuppers	"		
" in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	Boats	good
Platings	"	Windlass	"	Hatches	"	Masts, Yards, &c.	"
Platings	"	Have pumps been examined and found efficient?	yes	Planking	"	Condition, how ascertained	by inspection
Platings	"	Have Sluice Valves been examined and found efficient? (See Rept p.27)	yes	Caulking	"	(State if wedges removed.)	(none)
Platings	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	"	Equipment letter	f +
Platings	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Anchors, No. of	48 15. ✓
Platings	"	Alr and Sounding Pipes	good	Transoms, Pointers & Crutches	"	Cables (State if now rigged)	yes
Platings	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" length 297 fms. mean diamr. 2 1/8" - 2 1/8"	(on board.) (See Rept.)
Platings	"			" at other places	"	" Rule length 300 fms size 2 1/8"	✓
Platings	"			Stringers, Clamps & Shelves	"	Chain Locker	good
Platings	"			Satting	"	Hawsers & Warps	"
Platings	"			State if examined.	"	Standing and Running Rigging	"
Platings	"				"	Sails	none

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 eligible in our opinion to be classed 100A1 with Freeboard, with record of dry-docking 1948 and notation of SS Nwc 11,48 (Or) subject to damages to shell plates etc on A.C & D strakes on flat of bottom amidships & aft (port side) [b.VII], on B & C strakes at forefoot

Fee (per Section 29)				
1 Fuel Consumption	See	30	0	0
2 Damage or Repair Fee (if any)	See	26	5	0
3 Alterations	See	15	0	0
4 Sounding Pipes	See	5	5	0
5 Surveyor's Fee (if any)	See	3	3	0

being specially examined externally on previous survey repaired at the next dry-docking & to set in and indented bottom plating etc in the vicinity of the after peak tank (port starboard) and side shell on bluff of bow (starboard side) being dealt with at Owners convenience. (Three fathoms of chain cable)

Surveyor to Lloyd's Register of Shipping.

[The word "externally" is inserted at the request of the Owners representative & is considered reasonable.]

FRI 4 MAR 1949

All minor etc on

P. rpl.

Character Assigned.

012003-012010-0249-1

Lloyd's Register Foundation

SS "STANROYAL" Sheet 2.

a former accommodation aft roundships stripped & re-built. Small deckhouses constructed at aft end of boat deck & on poop house top aft. Pillaring strengthened as necessary. ✓

4 Refrigerated hold & tween deck & part of cooler room stripped & remanulated. Retained insulation examined & found satisfactory. Pumping & suction arrangements overhauled & fitted to rule requirements. ✓

5 German ESD removed & new unit installed in specially constructed W.T. section of N° 2 & 8 D. B. tanks. Former W.T. compartment in N° 4 D.B. tank made common with tank. ✓

6 Vessel converted to carry oil fuel in midship deep tank (formerly vegetable oil tank), in N° 2, 3, 4, 5, 6, 7, 9 Double bottom tanks & in settling tanks specially constructed in N° 4 hold port starboard, with necessary alterations made to pumping arrangements, air ascending pipes, fitting of gutters, sparring, insulation, heating coils etc. ✓

To suit Owners arrangements for clearing sludge from settling tanks (ford of boiler room) when in port, a sluice valve with spring loaded valve attached thereto has been fitted, port & starboard, on the after bulkhead of the settling tanks to drain sludge into boiler room gutters. * To suit new arrangement for oil fuel, solid floors at p's 46, 56, 57, 83 & part 95 made watertight & suitably stiffened. Oil fuel double bottom tanks top wood sheathed throughout in cargo holds, & deep tank top in shelter tween decks. ✓

7 Bridge sections fitted to deep tank top ford in N° 1 hold. ✓

8 Vessel re-measured for tonnages & assignment of Freeboard. ✓

(* See also note on sheet 7)

DAMAGE: Damages stated to have been caused by (a) Collision with the British Dragon.

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

ANCHORS. f†

Number of Certificate.	Anchors.*	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.		
54326	1st Bower	87	2	0	✓			62	5	0	0	✓		Balt. Cast Steel	not stated	LPH-24:248 Hitt.
54327	2nd " "	87	2	0	✓			"	"	"	"	✓		"	"	"
	Collective Weight															
	Stream.....															
	Kedge.....															

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

Under certificate endorsed: "This anchor is not new but has been previously used."

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
22000	14 1/2	2 5/8	120%	169 1/4	50 0 0	52 0 0			Stud link	not stated	LPH-LW 12:248 Vogan
22001	15 1/2	"	"	"	50 0 0	52 0 0			"	"	"
22005	15 1/2	"	"	"	54 1 7	✓			"	"	"
22006	14 1/2	"	"	"	51 0 21	✓			"	"	"
22007	15 1/2	"	"	"	51 2 0	✓			"	"	"
22008	15 1/2	"	"	"	52 1 14	✓			"	"	"
22009	15 1/2	"	"	"	54 0 7	✓			"	"	"
22010	15 1/2	"	"	"	55 1 7	✓			"	"	"
22011	15 1/2	"	"	"	53 2 21	✓			"	"	"
22012	15	"	"	"	54 0 21	✓			"	"	"
22832	24 3/4	"	"	"	108 2 7	✓			"	"	26:248 Hitt.

* Link underlined.

"The cable referred to herein has no end links & is for use with (Waco) tugger shackles."

Remaining certificate endorsed: "The cable referred to herein was originally 2 3/4" dia. This chain cable is not new but has been previously used."

in the River Tyne on 6 September 1948 (b) Unknown causes.

DAMAGE (a): Situated on starboard stern at shelter deck.

(Contd on sheet 3 of 4)

SURVEYOR TO LLOYD'S REG
NEWCASTLE-ON-TYNE.

SS "STANROYAL" - Sheet 3.

Damage (a). Now done: Vessel examined afloat. Shelter deck stern space examined.

REPAIRS: Shell: Faired in place: N° 4 shelter deck sheerstrake plate from aft. ✓

Deck: 2 shelter deck stringer plates faired in place & stringer bar & shell moulding cropped & part renewed. 4 rail & 2 running stanchions removed faired & refitted. ✓

Damage (b). I. Situated on stern.

Now done: Vessel examined afloat & in dry dock. Stern & tween deck spaces fwd & fra peak tank examined internally.

REPAIRS: Shell: Renewed: H 21 J 21 & F 21 (ps): H 21 & J 21 (ss). ✓

Faired in place: F 21 (ss). ✓

Stem plate in way cropped & part renewed in 2 places. 1 frame (ps) & 3 (ss) cropped and part renewed. 2 floor plates & 1 breasthook plate renewed. ✓

II. Situated on bluff of bow port side.

Now done: Port side shell fwd & fwd tween decks examined.

REPAIRS: Shell: Cropped & part renewed: H 19 (ps). ✓

4 frames faired in place. ✓

III. Situated on side shell amidships (port side)

Now done: Port side shell amidships & A 5 tween decks should examined

REPAIRS: Shell: Faired in place: J 5 (ps). ✓

2nd deck stringer plate in way faired in place. ✓

IV. Situated on side shell amidships (starboard side).

Now done: Starboard shell amidships & A 3 shelter tween decks examined

REPAIRS: Shell: Faired in place: L 13 (ss). ✓

Shell moulding removed faired & refitted. Shelter deck stringer angle faired in place. ✓

V. Situated on starboard bluff of bow.

Now done: Starboard shell fwd examined. Fwd tween decks & deep tank examined internally

PERMANENT REPAIRS: Shell: Cropped & part renewed: H 18 (ss). ✓

Faired in place: H 17 (ss). ✓

4 shell frames cropped & part renewed & 4 frame brackets renewed

TEMPORARY REPAIRS: Riveting & caulking on set in shell plates L 21, G 26, 27 & 28 (ss) tested

3 beam knees to frames in fwd deep tank riveted.

7 shell frames and 1 web frame found buckled in deep tank (ss) not dealt with.

VI. Situated on shell at stern port starboard adjacent & forward of stern frame

Now done: Vessel examined in way of stern frame & bossing, after peak tank & tunnel space examined internally.

TEMPORARY REPAIRS: Shell riveting & caulking overhauled on set in shell plates A 1 (a) A 1 (b) port side & A 1 (a) A 1 (b) B 1, 2, D 1 (ss). ✓

Base plate of after peak bulkhead (ss) found buckled & reinforced with 2 horizontally welded stiffeners in way.

VII. Situated on flat of bottom amidships and aft (port side).

Now done: Bottom shell amidships & aft examined. Double bottom tanks N° 9 & 11 examined internally.

The following bottom plates found set up on port side: A 4, 5, 6; C 2, 3, 5, 6, 7; D 9, 10, 11.

Temporary repairs to internal structure had already been done elsewhere by cropping & part renewing buckled floors etc. & fairing the vertical flanges of bottom

shell frames. The riveting & caulking in way were overhauled & a few slack rivets

(Contd on sheet 4 of 4)

SS "STANROYAL" - Sheet 4.

found in frame to floor connections renewed.

VIII Situated in lower stem.

Now done: Lower stem plating examined: No 9 DB tanks and fore peak tank examined internally.

TEMPORARY REPAIRS: Set in shell plate C 16 (ps) found fractured on butt with B.20 plate and B.20 plate (ps) found set in between frames.

Butt of C 16 (ps) on B.20 (ps) released, fracture weed out & welded & butt riveted.

IX A number of minor indents on shell (ps) were noted which it is considered do not affect the efficiency of the vessel & need not be recorded against the vessels class.

When the vessel was finally docked, time and facilities were not available for complete permanent repairs to be effected, and the Owners requested that damages not now permanently repaired might be dealt with at their convenience.

In our opinion repairs to indented plates E.21 & G.28 (ss) (Damage to V) and A 1(a) ps, A 1(b) ps, B 1.2. D.1 (ps) (Damage to VI) might be dealt with at Owners convenience and that indented & set in plates G. 26, 27 (ss) (Damage to V): A. 4, 5, 6 (ps) C 23 5 6 7 (ps) & D. 9, 10, 11 (ps) (Damage to VII) & B.20 (ps) & C 16 (ps) (Damage to VIII) with framing etc in way should be permanently repaired or specially examined externally at the next dry docking.

On completion of repairs, fore peak tank, fore deep tank, No 9 & 11 Double bottom tanks & after peak tank tested, shell & decks hose tested as necessary & proved tight.

CLASSIFICATION:

This vessel has been examined in accordance with the requirements for vessels not built under Survey & Special Survey (Dr) & Lloyd's RMC. The vessel has been surveyed for assignment of the Society's freeboard. First Entry & C II reports have been prepared at Newcastle and forwarded.

The following now done: Vessel placed in dry-dock, bottom & rudder (unshipped) cleaned examined & coated. Anchors & cables ranged & examined.

The holds, tween decks, peaks, oil fuel & coal bunkers, engine & boiler spaces cleared, ceiling removed as required. Steelwork examined throughout, scaled & coated as necessary. Shell plating drilled & gauged as required by the Rules & other parts drilled for verification of scantlings. A number of rivets removed from various parts for ascertainment of quality & character of counter-sinking workmanship. Plating in way of side-lights & ash shoot examined. Double bottom tanks, fore & after peak tanks, and deep tanks midships & forward (including settling tanks) examined internally & tested. Steam heating lines for oil fuel & vegetable oil tanks tested. Decks (drilled as necessary) chain locker, masts & rigging (report attached) hatch coamings, covers supports, tarpaulin cleats & battening arrangements, ventilator coamings & covers, steering gear, spars & auxiliary gear, windlass, hand pumps air sounding pipes & striking places examined.

Freeboard survey carried out, & freeboard marks cut in on ship's side, painted & marked.

REPAIRS: WOT. Shelter Deck: Lower sections of hatch coamings doubled at No 7 (fc & ss)

(Contd on Sheet 5) *CS*

SS "STAN ROYAL" — Sheet 5.

N°2 (pss) N°2a (fc). N°3 (ps+ae) N°5 (pss+ae) N°6 (fc) Horizontal bulb-angle stiffeners renewed at N°1 & 2 hatches (pss) & 3 (ps). All coaming stays renewed.

All coal shoot doors with part trunking inside mudship deckhouse renewed (pss).

Additional stiffening of house sides fitted below davits. Minor repairs effected to house sides & bulkheads, & to shelter deck vent coamings. 16 deck plates & 6 tie plates renewed on poop house top. All locking bars to hatches renewed.

Boat Deck: 3 deck plates renewed (ps) aboast saddleback hatch (ps) & 1 plate (ss) & 2 part renewed (ps) over gallery. Minor repairs done to fiddley top plating.

Coamings of saddleback & bunker hatches renewed & bunker hatch trunk plating renewed on port & starboard sides & after end. Coamings of coal chute hatches N°1 & 2 (pss) & 3 (ss) part renewed.

Upper Deck: 1 stringer plate (pss) in N°1 shelter tween deck (pss) part renewed.

In bunker space 1 deck plate renewed (ss), 3 sections of ash shoot renewed & coal trunk sides & end plates part renewed or doubled (pss). 1 section of E.R. casing plate in way of chute renewed. Saddleback plate with side angles renewed (pss).

Hatch beam in trunked hatch renewed, cleats & rest bars faired or part renewed on coamings as necessary.

Deep tank top in cooler room (ss) doubled locally in 3 places.

Poop front stiffener by attachments part renewed.

Scuppers draining tween decks to lower hold removed & scuppers led overboard or to machinery spaces with controls as necessary.

Second Deck: In lower bunker space 1 deck plate part renewed, 1 stringer & 1 deck plate part doubled (ps) & 2 deck plates part renewed (ss).

8 Boiler room & 1 Engine room casing stiffeners & 2 casing stays with brackets (ps) renewed & 4 boiler room casing stiffeners renewed, 7 part renewed & 3 engine room casing stiffeners, 1 casing stay & 3 brackets renewed (ss). 6 doublers fitted to casing sides (ps) & 7 (ss).

Deck in after chain locker doubled locally. Plating & stiffeners on after mail room bulkhead released & faired. After peak tank top doubled locally (ps).

Access trunk to peak space removed & suitable pillaring provided in lieu. (ps).

Lead piping on storm valves & discharges in upper stower tween decks removed & steel pipes fitted. Protection plates fitted over piping & discharges in bunker spaces.

Tween deck cargo battens part renewed. 400 wood covers, 1500 wedges, all tarpaulins at weather deck hatches & a number at upper deck hatches renewed. All upper deck hatch coamings renewed to rule height of 9". Repairs to rigging carried out as per Riggers report.

Holds: In N°2 hold 1 tank top centre strike plate renewed, 2 ^{plates} cropped & part renewed (ss) & 2 faired in place (ss).

In N°3 hold stiffeners on screen bulkhead cropped & part renewed.

In N°5 hold 2 tank top plates renewed & 5 cropped & part renewed, pint started.

Bilges & bottom plate of after refriger hold made watertight & caulking of refrigerated hold & tween deck bulkheads overhauled. Separate suction & discharging pipes to refriger hold fitted.

In N°6 hold 2 tunnel side plates with stiffeners found bolted & now riveted.

Scuppers from 2nd deck & air discharging piping part renewed, cargo battens and tanks

(Contd on Sheet 6 CAS)

SS "STAN ROYAL" Sheet 6.

top sheathing made good as necessary.
tunnel overhauled & made good.

Caulking of all W.T. bulkheads &

Engine & Boiler Rooms: Pocket bunkers (pss) part doubled on sides bottom where thin.

A number of corroded rivets in tank top plating in Engine crank pits renewed & some slack rivets in seating through top plate welded; & in floors at aft end of No. 11 D.B. tank a number of slack rivets renewed.

Double bottom & deep tanks: Copper bands on suction lines to deep tanks & oil fuel double bottom tanks removed & replaced by steel. Heating coils in deep tanks part renewed. A number of slack rivets in stern casting in No. 1 D.B. tanks renewed.

Steering gear: Rudder post & bottom pintle on rudder found fractured. Rudder removed ashore, rudder post & bottom pintle renewed & gudgeons retouched. Brass liner for top pintle renewed. Approx 30 rivets in rudder renewed & a number built up with electric welding. Steering gear opened out completely, chains annealed & tested. 6 rods 12 eyeplates, 12 pins & 1 shackle & 4 U-bolts renewed. 1 spring buffer part renewed & spares made good. Auxiliary gear wires renewed & hand gear overhauled.

Shell: Shell drill tested & thicknesses gauged (please see below). Approx. 400 corroded shell rivets (pss) & 300 (ssf.) renewed, & approx 100 in way of stern frame renewed.

SHELL DRILLINGS

	MIDSHIPS				FORWARD				AFT.			
	ORIGINAL		AS DRILLED		ORIGINAL		AS DRILLED		ORIGINAL		AS DRILLED	
	M.M.	INS.	PORT.	STBD.	M.M.	INS.	PORT.	STBD.	M.M.	INS.	PORT.	STBD.
SHEER STRAKE "L"	18.5 19.5	.73 .77	.75	.75	13	.51	.55	.55	11	.43	.54	.58
K	"	"	.72	.70	13	.51	.55	.56	12	.47	.46	.53
J	18.5	.73	.65	.62	13.5	.53	.64	.63	12	"	.64	.61
H	"	"	.75	.75	14.5	.57	.61	.65	13	.51	.57	.58
G	"	"	.65	.66	"	"	.60	.62	"	"	.57	.55
F	19.5	.77	.75	.78	15.0	.59	.56	.55	14	.55	.56	.54
E	"	"	.80	.80	"	"	.54 .55	.54 .55	"	"	"	"
D	"	"	.80	.80	"	"	"	"	14	.55	.60	.55
C	"	"	.80	.80	18.5	.73	.63	.64	"	"	"	"
B	"	"	.79	.80	17.5	.69	.65	.64	14	.55	.55	.55
A	"	"	.76	.70	17.5	"	"	"	14	.55	.54	.55
KEEL	24.5	.96	1.0									

Equipment: Hawsers & warps & towline renewed. 1 lower anchor renewed & 1 supplied. ✓

Existing cables tested, 12 lengths renewed. Cables verified & certificates endorsed. ✓

Existing lower anchors (2) & stream anchor tested (3rd lower anchor was found unserviceable) anchors verified & certificates endorsed. (For particulars please see sheet 2).

Subsequent to the survey being completed it was learnt that the Repairers department responsible for shipping the cables had in error omitted to place on board one length of lower anchor cable (part of certificate No. 23832). This leaves on board 297 fathoms instead of 300 fms rule. The Owners attention has been drawn to the deficiency in length and it is understood arrangements will be made to have the shortage in length made good at the

(Contd on sheet 7) *CS*

"STANROYAL" - Sheet 7.

first opportunity. It is submitted in the circumstances the vessel might remain eligible for the equipment notation LA&CP & the figure I for classification, and the rule length be made good at the end of the present emergency.

Submarine Signalling: This device now dispensed with.

A number of minor repairs were also carried out.

On completion of alterations & repairs, all double bottom tanks, deep tanks and peak tanks tested. W.T. bulkheads, weather decks, tunnel, W.T. doors, ash shoot hose tested & shell hose tested as necessary & proved tight. The refrigerated hold bulkheads also hose tested & found satisfactory. The bilge & ballast lines, steam heating coils and lines in deep tanks for oil fuel & vegetable oil & in oil fuel double bottom tanks, the hand pumps, scuppers & storm valves, windlass, steering gear & auxiliary gears & W.T. doors tested & proved satisfactory.

Settling Tank Sluice valves (See (b) Page 2) The fitting of these sluice valves to the settling tanks was done by the Owners without prior consultation, & notified only after oil had been bunkered into the tanks. It was finally agreed by the Owners representative that spring loaded self closing drain valves should be fitted to the sluice valves & that at the first opportunity the drain valves would be fitted direct to the bulkhead & the sluice valves dispensed with.

CDS.
SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE