

Rpt. 8.

(Received at London Office)

No. 1968 A

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26.12.1952 When handed in at Local Office 26.12.1952

Port of ALGIERS. N.A.

No. in Survey held at ALGIERS. N.A.

Date, First Survey 16.9.52

Last Survey 11.12.1952

Reg. Book.

on the ~~XXXXXX~~ Steel Sc. M.V. "BRITISH HONOUR"

(No. of Visits 4)

TONNAGE :-
GROSS 7103
UNDER DK. 6488
NET 4208

Built at Newcastle

By whom Palmers & Co. Ltd.

When 1928

MONTH 7

Owners British Tanker Co. Ltd.

Owners' Address Asrecorded

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to London

Surveyed Afloat or in Dry Dock?

Afloat Name of Dock

Destined Voyage -

Cell DBor DBa

feet; uE & B

feet; f

fee

al 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.

ast Report, No. 109635 Port

Nwc

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.

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 General Examination prior to vessel being towed as a Hulk to the Port of Genoa, Italy, where it is stated that Permanent Repairs to the Main Motor Crankshaft will be carried out before the end of February 1953 (3 months). Attended on board the vessel on the 16th September 1952 and subsequently on account of damage alleged to have been sustained to the Main Motor. On Completion of Temporary Repairs it was intended that the vessel proceed under her own reduced power to the U.K. (escorted by a vessel equipped for Towing) where it was stated that the Main Motor Crankshaft would be Permanently repaired. On 8th December 1952 I was notified by Messrs. Robert Penna & Cie, Shipping Agents at Algiers, that the vessel had been sold to Messrs. Spedizion Italiano Maritime Terrestri, Piazza Vignel, Genoa, Italy, and that the Steam Tug "Ursus, 515 tons gross of Venezia, Italy was expected to arrive at Algiers on the 9th December 1952. I visited the vessel at request of a representative of Messrs. R. Penna & Cie, and also Captain Costi (the newly

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

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	pt. exd. Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	-	Celling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	
Coamings	-	Cement & Asphalt	pt. exd. Good	Oil Bunkers	pt. exd. ext'er'ly	When fitted, Month	Year
Beams & Fastenings	pt. exd. Good	Rudder	-	Scuppers	pt. exd. Good	Boats	Gen. exd. Good
Outside Plating	pt. exd. Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Gen. exd. Good
" " in way of sidelights	-	Windlass	Gen. exd. Good	Hatches	Good	Condition, how ascertained	from deck
Frames	pt. exd. 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	pt. exd. Good	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Anchors, No. of	3 B & 1 S
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Gen. exd. Yes	Breasthooks & Stemson	-	Cables (State if now ranged)	No
Floors	pt. exd. Good	Alr and Sounding Pipes	pt. exd. Good	Transoms, Pointers & Crutches	-	" length	Stated complete
Keelsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	" (on board.)	mean diamr.
Stringers	pt. exd. Good			" " at other places	-	" Rule length	- size -
Inner Bottom Plating	pt. exd. Good			Stringers, Clamps & Shelves	-	Chain Locker	-
Have the Tanks been examined Internally?	-			Salting	-	Hawsers & Warps	Sufficient
Have the Tanks been tested?	-					Standing and Running Rigging	Good
						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."

This vessel, in my opinion, is now in fit condition to be Towed as a Hulk to the Port of Genoa, Italy, where it is stated that Permanent Repairs to the Main Motor Crankshaft will be carried out before the end of February 1953 (3 months)

Survey Fee (per Section 29)	£	17.000.	Fees applied for,	
Special Damage or Repair Fee (if any)	£		Received by me,	
(per Sec. 29) Cables to & from U.K.	£	1.605.		
Travelling Expenses (if chargeable)	£	3.500.		
Second Surveyor's Fee (if any)	£			

Committee's Minute

TUES. 20 JAN 1953

Character Assigned

Deferred - awaiting further information

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

The vessel was generally examined. Decks, deck erections, casings, coamings, Cargo Tanks, Cargo Tank Lids and fastenings, Fore Peak Storespaces, Fore Hold Space and Steel Hatch Covers and fastenings, Windlass, Anchors & Cables (not ranged) Steering Gear and its connections, ventilators, skylights, Air and Sounding Pipes, Closing appliances, Steam Whistle, Aldis Lamp (for signalling purposes) and all found to be in satisfactory condition. The vessel was in Ballast condition n° 1 Cargo Tanks P & S Full, N° 3 Cargo Tanks P & S Half Full, n° 5 Cargo Tank P & S Half Full, n° 7 Cargo Tanks P & S Full. The Structure of the vessel was generally examined as far as was practicable at this time and found satisfactory. Both Donkey Boilers were under steam and Starboard Forward Auxiliary Diesel Engine was in use for General purposes.

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

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.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

[illegible]

G. McDonald