

Rpt. 8.

(Received at London Office

No. 11816

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th, Sept. 1952 When handed in at Local Office 8th, Sept. 1952 Port of FALMOUTH.

No. in Survey held at FALMOUTH Date, First Survey 12.8.52. Last Survey 21.8. 19 52
Reg. Book. 54165 on the ~~Wood, Iron or Steel~~ SS 'BRITISH LORD'TONNAGE :-
GROSS 6098
UNDER DK. 5629
NET 3520

Built at SUNDERLAND

By whom J.L. THOMPSON & SONS. LTD When 1922 11

Owners BRITISH TANKER CO. LTD,

Owners' Address -

(If not already recorded in Appendix to Register Book).

Managers

Port belonging to LONDON

Surveyed Afloat or in Dry Dock? Both

Name of Dock No.2. Drydock

Destined Voyage -

Cell DBor DBa feet; uE & B feet; f fee
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. 108890 Port hwt

(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 CONDITION, DOCKING, REPAIRS (WEAR AND TEAR)

NOW DONE:- Vessel placed in drydock. Bottom and rudder cleaned, examined, found or placed in good and efficient condition and recoated. (Vessel undocked 16th, August, 1952).

The weather decks, casings, coamings, hatchways and closing appliances, deck houses, gangways, windlass, steering gear, masts and rigging from deck and general equipment examined and found or placed in efficient condition.

REPAIRS - WEAR AND TEAR

Fracture in plate No.1 'D' strake now veed out, welded, and doubled full length and full width, riveted to frames and welded at edges. Tested under head of water on completion of repairs and found sound and tight.

Two local areas of wastage of deck plates one in centre line plate of No.5. tank and one in

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
Caulking of Decks "
Coamings "
Beams & Fastenings Not examined
Outside Plating Good & Efficient
" " In way of sidelights -
Frames -
Reverse Frames -
Longitudinals -
Transverses -
Floors -
Keelsons -
Stringers -
Inner Bottom Plating -
Have the Tanks been examined internally? Yes
Have the Tanks been tested? Yes

Bulkheads Aft peak tank, Efficient
Ceiling -
Cement or Asphalt -
Rudder Good
Steering gear and its connections Good
Windlass -do-
Have pumps been examined and found efficient? -
Have Sluice Valves been examined and found efficient? -
Have Watertight Doors been examined and found efficient? -
Have Ventilators and their Coamings been examined and found efficient? Yes
Air and Sounding Pipes Good
Doubling Plates under Sounding Pipes -

Engine Room Skylights Good
Coal Bunkers, Openings, Covers, &c. -
Oil Bunkers -
Scuppers Good
Cargo Hatchways -do-
Hatches -do-
Planking -
Caulking -
Treenails -
Breasthooks & Stems -
Transoms, Pointers & Crutches -
Timbers of Frame at openings -
" " at other places -
Swingers, Clamps & Shelves -
Salting -
State if examined.

Copper, or Y.M. (State if on Felt.)
When fitted, Month Year
Boats Good
Masts, Yards, &c. "
Condition, how ascertained from deck
(State if wedges removed.) at
Equipment letter
Anchors, No. of 3.B., 1 S.
Cables (State if now ranged) Stated complete
" length mean diamr. -
(on board)
" Rule length size -
Chain Locker Not examined
Hawsers & Warps Sufficient
Standing and Running Rigging Efficient
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, so far as now seen is eligible in my opinion to remain as classed with fresh record of drydocking 8,52 subject to after peak bulkhead being permanently repaired and repairs to set in shell plating (starboard side aft) at the next Special Survey and with Endorsement of class (B). Sheerstrake plate in way of No.4. summer tank (port side) slightly indented.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) £ 15 : 15 : 0
(per Sec. 29)
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Fees applied for, 9.9. 1952
Received by me, 19

Committee's Minute

THURS 2 OCT 1952

Character Assigned

8,52 Feb. subject
(with endorsement) BS 8,52

Surveyor to Lloyd's Register of Shipping.

W1630-0044

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At Owners' representative's request examined upper and lower after peak tanks in way of bulkhead which had been reported to be leaking. Several isolated areas of local wastage were noted and now fitted with doubling plates suitably welded to bulkhead. The fitting of doubling plates although considered efficient, was only recommended as a temporary repair and it is recommended that this bulkhead be permanently repaired at the next Special Survey.

On completion of the repairs the after peak tanks were tested under a head of water and found sound and tight.

Various voyage repairs completed.

SPECIAL REASONS LIST.

No repairs were effected to the set in shell plating (starboard side aft) or to the sheerstrake plate in way of No.4. summer tank (port side) which were examined at this time and found to remain efficient.

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

ANCHORS.

ANCHORS.															Where and when tested and Superintendent.	
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge															

If Patent state name of Patent.

If 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]

B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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