

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21<sup>st</sup> April 1921 When handed in at Local Office 25<sup>th</sup> 4<sup>th</sup> 21 Port of Glasgow

No. in Reg. Book 76137 Survey held at Glasgow Date First Survey 18<sup>th</sup> Sept 1920 Last Survey 11<sup>th</sup> April 1921

On the Wood, Iron or Steel Sc. Sh. "COYLET" or "WAZIRISTAN" Master T. Howes - 21

Built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1918 - 3

Owners Coylet Steamship Co. Ltd. Port belonging to Glasgow

Owners' Address (Thos. Dunlop & Sons Ltd Mgrs)

Keel laid or in Dry Dock? Both Name of Docks Elderslie Quay & Dock Destined Voyage Beaumont, Texas

Classification: Cell D Bor DBa feet; uE&B feet; f feet; l capacity tons; FPT tons; APT tons; MT feet tons.

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

CHARACTER: 100 A1. 3.20 Machinery and Boiler Surveys (including date of N.B., if any): LMC. 3.18

Society's Freeboard (if assigned) as painted on Ship and now verified: 5 ft. 6 1/2 ins.

Previous Report, No. 72915 Port MWC

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on 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? Yes, not required Was a damage report made by anyone else? If so, by whom? J. W. Boyd & Co.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained (1) through collision with the Steamer "Svend Foyn I" at Monte Video on the 11<sup>th</sup> June 1918. See Monte Video Report No 441. (2) through grounding in Beval Roads, near Point Margoulaud, on the 14<sup>th</sup>, 18<sup>th</sup> & 19<sup>th</sup> August, 1920, while on a voyage from Norfolk, U.S.A. to Helsinki, Finland. For further particulars, please see vessel's log books.

Also Special Survey No. 3, and Conversion from Cargo Carrier to Cylindrical Oil Tanker.

Now done:- Vessel placed in dry dock, the bottom, keel and rudder cleaned, examined and coated.

Damage Repairs: (1):- Stem and Stem Plating:- Temporary repairs removed, upper portion of stem bar removed, faired and replaced.

Summary of Damage Repairs:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	2							Rudder upper stock. Rivets
Removed and Faired or Repaired	5							Stem bar. Ridge keel. Breasthook
Faired or Repaired in place								

GENERAL CONDITION OF THE VESSEL

Stringers Good Dblg. Plates under Sounding Pipes good Copper, or Y.M. of Wood Vessels ✓

Inner Bottom Plating " Engine Room Skylights " (State if on Felt.) ✓ Year ✓

State if Tanks have been examined inside yes Coal Bunkers, Open'gs, Lids, &c. ✓ Boats good

State if Tanks now tested yes Scuppers good Masts, ~~etc.~~ "

Bulkheads good Cargo Hatchways oil Condition, how ascertained before erection

Ceiling none Hatches ✓ (State if wedges removed) ✓

Cement on ~~top~~ good Planking of Wood Vessels ✓ Sails ✓

Rudder " Caulking ditto ✓ Equipment letter Z. See letter

Steering gear and its connections " Treenails ditto ✓ Anchors, No. of 3 B. 15. 1K

Windlass " Breasthooks & Stemson ditto ✓ Cables (State if now ranged) yes

Have Pumps now been examined and found efficient? yes Transoms, Pointers, & Crutches ditto ✓ " length 285 fms size 2 3/4"

Have Sluice Valves now been examined and found efficient? yes Timbers of Frame at openings ditto ✓ " (on board) 270 " size 2 1/4"

Have Watertight Doors now been examined and found efficient? none Stringers, Clamps & Shelves ditto ✓ Hawser & Warps Sufficient

Sanding ditto ✓ Standing & Running Rigging Good

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

All the requirements of the Society Rules for Special Survey No. 3 having been complied with, this vessel is now in good and efficient condition, and eligible in our opinion to remain as classed, with fresh record of Survey 4, 21 and the Notation of 55 Gls. No. 3-4-21: and to have notation of "Fitted with Cylindrical Tanks for Carrying Petroleum, ~~etc.~~" in the Register Book.

Survey Fee 150 Special Damage or Repair Fee (if any) 10 10 Travelling Expenses (if chargeable) 10 0 Second Surveyor's Fee (if any) 1

Committee's Minute GLASGOW Character Assigned 100 A1

Fees applied for per 1/2 ton to 11.5 19 Received by Mr. H. M. Paton Surveyor to Lloyd's Register of Shipping.

Stamp: JUL 23 SEP 1924

Stamp: 3-MAY 1921

Stamp: FRI. NOV. 18 1921 FRI. 24 FEB. 1922

Stamp: Recommended £100 under Special Provisions

Stamp: Lloyd's Register Foundation

Stamp: Fitted for oil fuel 4, 21 P. above 150

Stamp: Total S. S. No. 3

3/5 "COYLET" Continuation of Damage Repairs (1) (2)

Shell Plating: Port Side :-

Stem plates in 1<sup>st</sup> & 2<sup>nd</sup> strakes below upper shear, removed, faired & replaced (2)  
Stem plate, 3<sup>rd</sup> strake below upper shear, renewed. (1)

Starboard Side :-  
Stem plates, 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> strakes below upper shear, removed, faired & replaced. (3)

Internal Repairs :-  
Breasthook plate & angles, removed, faired & replaced.

Removals for access :- one shell plate at scarp of stem, wood work and fittings in Bosins store, replaced as before.

all new and disturbed work painted; Fore peak tank tested by water pressure

Damage Repairs. (2) :-

Shell Plating :- No. 9 plate, E Strake, Starboard side, renewed. (1)  
No. 3 plate, B Strake, Port side, several rivets renewed & caulking overhauled & made good.

Bilge Keel: Port Side :-  
2 lengths bull plate & straps, removed, faired & replaced.  
1 length bull plate & shell angle, faired in place.

Rudder :-  
upper stock renewed. Several rivets in rudder arms, renewed.

Steering Chain repaired & annealed. Blocks & gear overhauled.

Aft Peak Tank :-  
Several rivets in shell plating and Transom floor cut out & renewed.  
Collar at transom frame electro-welded and caulking overhauled & made good.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 OR 31.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.				
14108	1st Bower											
	2nd "											
	3rd "	65	0	14	Stockless	51	1	0	63	3	0	Beal's Lion Stockless anchor
	Collar's Weight.											
	Stream											
	Kedge											

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
23405	75	2 3/4	56 8	120 3/4	189, 2, 14	179, 1, 14	75	2 3/4	Stud	not stated	28/1/20, Cardiff, Penn.

all broken and disturbed cement made good, aft peak tank tested.

No. 1 double bottom tank: Port Side :-

Several rivets in 3 gusset angles at tank margin, cut out and renewed.  
Nos. 1 & 2 double bottom tanks tested & found satisfactory.

Special Survey No. 3 :- (at owner's request) see page 3

H.M.P. P.T.O.

3/5 "COYLET"

Special Survey No. 3 :- vessel placed in dry dock, the bottom, keel and rudder cleaned, examined and coated. Rudder not lifted. The holds, peaks, Tween decks, coal bunkers and machinery space cleared. all ceiling and lumber boards removed ashore (no longer required). Steel work generally exposed, including plating under sidelights. all oxidation removed from the surface of the inside of shell plating, frames, stringers, floor plates, beams, bulkheads, etc; steel work examined, found in good condition and coated. It was not considered necessary to drill the shell or deck plating. All the double bottom and peak tanks tested by water pressure and subsequently examined internally; floors sealed and coated where necessary & all broken and loose cement made good.

Chain cables raised & examined. Chain locker examined and cables replaced. New pole masts and rigging fitted; wedges and covers also fitted. Wood hatches removed due to conversion to oil tanker. The steam steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tiller, steering gear, windlass, ventilators and covers, air and sounding pipes, pumps and general equipment examined and found or put in good condition. Doubling plates fitted under all sounding pipes. New freshboard assigned and verified. Watertight doors to stokehold and tunnel removed (due to oil conversion) and openings in bulkheads plated over and riveted.

Repairs: wear and tear :-

Steering Chain overhauled and annealed.  
accommodation ladder saved on bridge deck removed, straightened & replaced.  
Ventilator on Port side of Bridge deck part renewed.  
Rails & stanchions on Port side of Poop overhauled & repaired.

Equipment :- See London letter M of 30<sup>th</sup> November, 1920.

The original 3<sup>rd</sup> Bower Anchor removed and a new anchor of proper weight & test placed on board; also 75 fathoms Chain Cable placed on board: Markings on Anchor & Cable compared with certificates and found in order. Particulars on Page 2 of this Report.

Conversion from Standard "A" Type cargo vessel to cylindrical Oil Tanker for the carrying of Petroleum in bulk :-

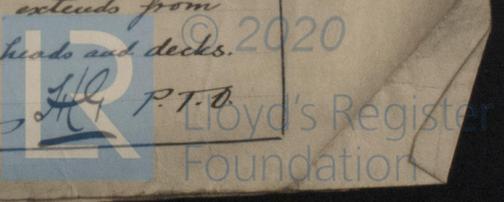
Five cylindrical tanks constructed (three forward of & two abaft the machinery space) extending from top of double bottom tanks to upper deck, the scantlings and general arrangement being in accordance with the approved plans.

The expansion trunk for Nos. 4 & 5 cylindrical tanks extends from Poop to Bridge and is connected to Poop & Bridge bulkheads and decks.

H.M.P. P.T.O.

If this Report is copied by any Press, special care must be taken that the copying paper is not so much damaged 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.



Glasgow

5/5 "COYLET"(Continuation of Oil Conversion)

The expansion trunk for No. 3 cylindrical tank is the original No. 3 hatchway plated up from upper to Bridge deck, and plated over on top.

No. 2 expansion trunk extends from Bridge front bulkhead to a position at frame 145 on upper deck and is connected to Bridge deck + bridge bulkhead at aft end. The aft portion of this trunk is a dry space, also the centre portion of the aft trunk.

No. 1 expansion trunk is the original No. 1 hatchway plated over at top of beamings. Nos. 1, 2 + 5 double bottom tanks are fitted for carrying cargo oil and are not common to the cylindrical tanks.

Nos. 3 + 4 double bottom tanks are fitted for carrying fuel oil. The original manholes in No. 4 double bottom tank top in way of No. 4 Cylindrical tank are now plated over + riveted, and the single riveted seams of No. 4 D.B. Tank top in way of No. 4 Cyl. Tank, reinforced by injection of approved composition. See London Letter of 8<sup>th</sup> April 1921.

The centre division of No. 4 D.B. Tank has been made reasonably oil tight by filling up all drain holes with spigots.

A new oil tight floor fitted in the double bottom on No. 95 frame, dividing Nos. 2 + 3 D.B. Tanks, and the original watertight floor No. 92 made an ordinary floor with lightning holes + drain holes.

The space between fore end of No. 4 Cylindrical tank and Engine Room bulkhead is now the oil fuel bunker, and a centre division bulkhead fitted to approved scantlings. The seams + butts of Engine Room bulkhead, where single riveted, electro-welded, also the edges of the bulkhead boundary angles.

The double bottom tanks tested by water pressure to top of air pipes, and the cylindrical tanks + oil fuel bunker tested by water pressure to 8 ft. above top of expansion trunks with satisfactory results.

all air pipes carried to weather decks

Deep plate girders fitted on top of No. 3 Cyl. tank (Bridge space) at line of No. 3 hatch sides, connected at aft end to No. 3 trunk sides, and at fore end, to Bridge front plating; a deep girder also fitted on underside of tank top at centre line, with deep plate brackets in way of original hold bulkhead. See App. plan.

Pillars fitted in accordance with approved plan.

A steel centre line bulkhead fitted in poop space in way of aft end of No. 5 Cyl. tank.

The shaft tunnel is cylindrical and constructed to approved scantlings.

Escape trunks fitted at both ends of tunnel in accordance with approved plan.

A Cofferdam fitted in fore peak between double bottom tank end + fore peak tank.

See London Letter of 5<sup>th</sup> Jan. 1921

All the Requirements of Section 49 of the Society Rules for the Carrying of Fuel oil have been complied with as regards the hull of the vessel.

NOTE: Eight plans herewith.

H. W. Paton.

Henry Shibles



© 2020

Lloyd's Register  
Foundation