

Barry

MON. JUN. 15. 1914

3/8 "Baku Standard"

6 tank flange plates renewed

32 tank side lugs renewed

The Engines were removed from vessel to allow tank flange plates to be renewed, casings, skylight to be removed and all satisfactorily replaced on completion of repairs.

Engine room tank tested and found tight

9 web frame plates renewed in way of new tank flange plates and extended in width at tank top and connected to flange plates by double angles, 34 additional lugs fitted on tank brackets & tank flange plates

Repairs due to wear & tear

22 reverse frames cropped &amp; partly renewed

26 tank side bracket plates renewed.

2 Keelson angles renewed

Several inside tank lugs renewed

2 centre Keelson angles cropped &amp; partly renewed

lower portion of division bulkhead between Engine and boiler room renewed

Donkey pump seating plates &amp; angles renewed

4 Engine room tank top plates renewed

2 doubling plates fitted on boiler room tank top

6 bunker plates &amp; 2 doors renewed

4 fidley top plates renewed &amp; casing angles renewed

2 beams renewed in way of fidley top

Valve casing plates &amp; angles renewed

1 shell plate on port side forward (C No 2) renewed

odd rivets renewed in decks.

Damage Cause not stated, 1 bulwark plate renewed, rail & stanchions in way of same faired

also done, Decks, equipment &c examined.

The main post of rudder was found worn in way of 2<sup>nd</sup> & 3<sup>rd</sup> arms and should be examined at Special Survey No 2.

The Owners are aware that Special Survey No 2 is now due and state same will be done at first convenient opportunity

Thos Shaw.



## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 10<sup>th</sup> June 1914 When handed in at Local Office 10<sup>th</sup> June 1914 Port of Barry

No. in Reg. Book. Survey held at Barry Date, First Survey Oct 15 Last Survey June 8 1914

64 on the ~~Wales, Iron~~ Steel & "Baku Standard" Master E. Raiman

TONNAGE:- Built at Newcastle By whom J. B. Armstrong &amp; Co. Ltd. When 1893. 2.

GROSS 3408 Owners Associated Oil Carriers, Ltd. Port belonging to Swansea.

UNDER DEK. 3335 Owners' Address (J. Jacobs &amp; Co. Mgrs.)

NET 2345 (if not already recorded in Appendix to Register Book).

Surveyed Afloat in Dry Dock Name of Dock Commercial Destined Voyage Philadelphia

WB=Cell D B or D Ba feet; uE&amp;D feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Total capacity tons. FBT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 5489 Port Fal

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs account 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.

Society's Freeboard (if assigned) as painted on Ship and now verified

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 why they were declined? Yes. not required Was a damage report made by anyone else? If so, by whom? Mr. Gell for Underwriters

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage, 1<sup>st</sup> Grounding at Hamburg onMarch 1914 and Heavy weather from 25<sup>th</sup> March to 4<sup>th</sup> April 1914 whilst

on a voyage from Portland to Philadelphia, vessel put back to Falmouth

and afterwards proceeded to Barry for repairs, see Falmouth report No. 5489.

done, Grounding Damage. Vessel examined in dry dock, bottom

sanded and coated, 1 Keel plate (No. 1 forward) renewed.

Heavy weather damage, in way of engine room, Port side, 3 shell

plates, B 2, C 1 &amp; D 3, renewed, Starboard side, 2 shell plates renewed

2 &amp; C 1, 1 shell doubling plate removed and not refitted, odd

cell rivets renewed and part caulking overhauled,

frames cropped and partly renewed, 1 web frame plate renewed