

Motorship "BELPAMELA" Built by Messrs. Armstrong
Whitworth & Co. for Mr. Christen
Smith of Oslo, at Newcastle-on-
Tyne in 1928.

This ship was built under the supervision of the Society's Surveyors at Newcastle during the period commencing 23rd February, 1927 to the 27th February, 1928.

On receipt of the Surveyors' reports the vessel was classed by the Committee of Lloyd's Register ~~as~~ 100A1, the Maltese cross therein indicating Special Survey during construction.

Under the Society's Rules in force at the time she was due for Special Survey of hull and machinery at periods of 4, 8 and 12 years from the date of build - the 1st Special Survey (No.1) was held in 1932, the next (No.2) in 1936 and the 3rd (No.3) in April 1940.

The Oslo Surveyors' report of the Special Survey held at that port in March/April 1940 was, however, not received in the London Office until September 1945, the war, of course, having suspended postal facilities. Accompanying this report were reports of subsequent surveys held by the Society's Surveyors at Oslo and Bergen on the vessel in 1941, 1942, 1943 and 1944, from which it is apparent that the services of the Society's Surveyors during Occupation were always called upon in accordance with the normal Rules governing the maintenance of classification.

Following the Committee's decision in 1944 to deal with the classes of all vessels at ports in enemy-occupied countries, the class of this ship was omitted from the Reprint of the 1944/5 edition of the Register Book.

At the conclusion of the war, however, she was submitted to inspection by the Oslo Surveyors for a Special Survey which occupied 9 months - the first inspection having been held on the 24th December, 1944, and the last on the 4th September 1945. At this inspection all the Rule requirements for opening up the vessel were complied with and all repairs necessary both on account



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of wear and tear and damage were completed to the satisfaction of the Oslo Surveyors.

The Committee thereupon reinstated the class on the 25th January 1946, #100A1 in the Register Book and assigned records of Special Survey as follows:-

S.S.No.3-4,40.

S.S.No.1-45.

Under the Rules in force at the time her next Special Survey would not become due until 8 years from the date of the last No.3, viz: in April 1948.

Subsequent to this inspection she was examined as follows:-

1. By the Havre Surveyors in March 1946 on account of damage to the foremast.
2. In April 1946 at New York on account of damage stated to have been sustained whilst unloading at Havre.
3. By the Havre Surveyor at Cherbourg in May/June 1946, when she was dry docked for the repair of damage sustained through heavy weather. At this inspection further damage was sustained whilst drydocking the vessel on the 25th May and 19 shell plates were found to be indented. Temporary repairs were effected by recaulking the seams and rivets and the whole repair tested under water pressure and made tight. It was then recommended that permanent repairs might be left to a more convenient opportunity.
4. At New York June/July 1946 for Continuous Survey of Machinery.
5. At New York in September 1946 for repairs to lift blocks, swivel hook and gear.
6. At New York in November 1946 for replacement of equipment.
7. At Falmouth in February 1947 for Annual or Occasion Survey in dry dock. At this inspection the indented plating referred to above was specially examined and found efficient meantime, and the record of Dry docking 2,47. was assigned by the Committee in the Register Book.
8. She was last seen by the New York Surveyors between the 13th March and 4th April 1947, when some started rivets in Nos.1,2,3,4,5 & 6 D.B. tanks were hardened up, the ceiling in all holds renewed, dog bolts and nuts on all access hatches to cargo holds renewed, bulkhead tank top renewed, centre line bulkhead in No.2 hold cropped and part renewed, doublers fitted under all pad eyes in No.2 hold and re-riveted.
In his report the Surveyor added that, if desired, by the Owners, the subsequent testing of these tanks, viz: Nos.1,2,3,4,5 & 6 and the new ceiling fitted in the cargo holds could be credited towards the next Special Survey which, as previously stated, was not due until April 1948.

