

REPORT OF SURVEY FOR REPAIRS, &c.

19th Oct. 48 When handed in at Local Office 23 OCT 1948 Port of NEWCASTLE-on-TYNE
Survey held at Wallsend Date, First Survey 25th Aug. 19 Last Survey 22nd Sept. 19 48
on the BEECHER I SLAND

TONNAGE:- Built at Mobile, Alabama. By whom Alabama D.D. & S.B. Co. Ltd When 1944
ROSS 10668 Owners British Tanker Co. Owners' Address
NDER DK 9489 Managers Port belonging to London
ET 6317

Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage
ULDBorDBa feet; uE&B feet; f feet
al capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
ast Report, No. Port

Periodical Surveys, when held, must be reported in detail and seriatim 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
Society's Freeboard (if assigned) as 9 ft. 2 3/4 in.

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, SPECIAL SURVEY AND MODIFICATIONS.

NOW DONE : Vessel placed in drydock, bottom and rudder cleaned, examined and recoated.
The portable plates in way of rudder pintles removed, pintles examined and found satisfactory and plates refitted.
The Holds - Peaks - Pumprooms - Machinery spaces cleaned and examined. Decks - Casings - Hatchways and closing appliances - Windlass - Steering Gear - Anchors and cables - Chain Locker - Masts and rigging - Air and Sounding pipes - General equipment - Freeboard and boats - all examined and found or placed in good order.
Shell plating in way of Cargo Tank strums examined.

P.T.O.

Summary of Damage Repairs :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

Condition of Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on shell.)
Platings	"	Ceiling	"	Oil Bunkers	externally Good	When fitted, Month	Year
Fastenings	"	Cement or Asphalt	"	Scuppers	"	Boats	Good
Side Plating	"	Rudder	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	"	Steering gear and its connections	"	Hatches	"	Condition, how ascertained	by examination
"	"	Windlass	"	Planing	"	(State if wedges removed.)	
"	"	Have pumps been examined and found efficient?	yes	Caulking	"	Equipment letter	g+
"	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Anchors, No. of	3B 1 S
"	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)	YES
"	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" length	300 mean diamr 2.5/16"
"	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	"	" Rule length	330 size 2.11/16"
"	"			" " at other places	"	Chain Locker	Good
"	"			Stringers, Clamps & Shelves	"	Hawsers & Warps	Sufficient
"	"			Sarking	"	Standing and Rigging	Good
"	"			(State if examined.)	"		

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 is in good and efficient condition and is eligible, in our opinion, to be classed 100 A1 "Carrying Petroleum in Bulk" and to have docking date 9.48 and notation S. Nwc.9.48.

Letter to London
Fees applied for, (30 fathoms of cable to supply)
Received by me, 19
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned
See minute on
Lloyd's Register Foundation
002457-002461-0048

"BEECHER ISLAND".

All Main Cargo Tanks - Double bottom tanks - Peak tanks - Deep Tanks - Cofferdams - examined internally and watertested with satisfactory results.

Oil Fuel Bunkers tested with Oil.

Pump Room flooded.

Bilge suction tried and found satisfactory.

A Renewal Freeboard Survey has now been held.

The following modifications were carried out in accordance with London letter dated 7.2.48.

(A) Upper Deck. (1 P & 1 S). A 12½" x 1" double riveted strap fitted at approximately

26'-0" from Centre Line of ship in way of slot cut in deck.

Shell. Upper side shell (1 P & 1 S) 12½ x 1" double riveted strap fitted on 'J' strake, 9" above No. 3 longitudinal.

Lower side shell (1 P & 1 S) 12½ x 1" double riveted strap fitted on 'F' strake 9" above No. 12 longitudinal.

Bottom shell. (1 P & 1 S) 12½ x 1" double riveted strap fitted at 3'-4" outboard of longitudinal bulkhead.

Straps extend from 3'-0" forward of frame 47 to 18-2 forward of frame 68.

(B). T Bars fitted to 3 Transverse Bulkheads only as detailed in the Wear and Tear Repairs, generally the tripping bkts. of the webs have been supported on the back side by vertical diaphragms in between the corrugations.

(C) The Bilge Keel is serrated at the shell connection, ends sniped and doublings fitted at extreme ends.

(D) All Main Cargo Tank bulkhead webs examined and due to excessive buckling of plate, 12" B.A. Stiffeners have been fitted as follows :-

Contd.

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

ANCHORS.

Number of Anchors	Anchors	Weight of Stock		Weight of Stock		Test per Certificate		Weight Required by Rule		Description of Anchor	Makers	When and where used and by whom
		Cwt.	lbs.	Cwt.	lbs.	Tons	Cwt.	Cwt.	lbs.			
1st Bower												
2nd "												
3rd "												
Chain												
Keel												

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

CHAIN CABLES.

Number of Cables	Cables	Length and size per rule		Description	Makers of Cables	When and where used and by whom
		Length	Diam.			

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 105632 dated 22/9/48 on the

"BEECHER ISLAND".

No. 7 Centre Tank - Forward bulkhead - 3 webs stiffened.

No. 8 Centre Tank - Forward bulkhead - 2 webs stiffened.

Lightening holes in way of the above plated over.

(E). Additional tripping brackets have now been fitted between longitudinal and transverse bulkheads as follows :-

No. 3 Tank Aft Transverse Bhd. P. & S. and Centre Tanks.

No. 4, 5, 6 Tanks Ford and Aft Transverse Bhd. P. & S. and Centre Tanks.

No. 7 Tank. Ford Transverse Bhd. P. & S. and Centre Tanks.

WEAR AND TEAR REPAIRS.

No. 1 TANK (STARBD.) Aft. Bhd. Centre Line web fractured at the 3rd tripping bkt. from bottom, welded doubling plate fitted on the bulkhead ford. side and Tripping bkt cropped and a T. Bar fitted.

No. 4 Centre Tank. 1 bottom shell longitudinal in way of ford. bulkhead starbd. web fractured, veed out and welded and welded strap fitted to bosom and on flange. Welding of 4 Bottom transverse bkts. to Longitudinal bulkhead P. & S. fractured - rewelded.

No. 4 Starbd. Tank. 2 Longitudinal bulkhead webs fractured at junction of web plate and bottom transverse, veed out and electric welded and welded doubling plate fitted forming tripping bracket between the bottom transverse and web.

No. 5 Centre Tank. 1 bottom shell longitudinal fractured and dealt with similar to No. 4 Centre Tank in way of Port Ford. Transverse bulkhead web. Ford. Transverse bulkhead centre line web top tripping bkt. cropped and T. Bar fitted, fracture in way veed out and electric welded.

No. 6 Centre Tank. The P. & S longitudinal bulkhead welding of lower corrugation to cruciform fractured veed out and electric welded.

1 bottom shell longitudinal fractured and dealt with similar to No. 4 centre tank in way of Port ford. transverse bulkhead web.

Welding of 4 Bottom transverse bkts. to Longitudinal bulkhead P. & S. fractured - rewelded.

No. 7 Centre Tank. Forward bottom shell transverse fractured in way of Port forward transverse bulkhead web, plate cropped and part renewed with tripping bracket. Forward bulkhead port web plate welding at 2nd corrugation from bottom fractured, veed out and electric welded.

No. 8 Centre Tank. Ford. transverse bulkhead fractured in way of 3rd tripping bracket from bottom, veed out and electric welded and T. Bar fitted to tripping bracket.

No. 8 Starbd. Tank. Ford. transverse bulkhead fractured in way of 2nd tripping bracket from bottom, veed out and electric welded and T. bar fitted to tripping bracket. Forward Longitudinal bulkhead web fractured and dealt with similar to No. 4 Starbd. Tank.

No. 9 Centre Tank. Forward transverse bulkhead fractured in way of 2nd tripping bracket from bottom, bulkhead plate veed out and electric welded and T. Bar fitted to tripping bracket.

Aft transverse bulkhead fractured in way of 2nd tripping bkt. dealt with similar to forward bhd. and welded doubling plate fitted to Pump Room Bulkhead.

Contd...

"BEECHER ISLAND".WEAR & TEAR REPAIRS (Contd.)

Rudder top pintle built up with E.W. and machined.

3 W/T Doors to Pump Rooms rerubbered.

21 Portlights replaced by portlights of substantial construction fitted with hinged deadlights.

New seats fitted for fairleads on the Fcde and Poop Deck.

The wires and ropes have been examined and found to be equivalent to Rule requirements.

The anchors and cables have been ranged and examined and 3 Bower 1 Stream and 300 fathoms of 2.5/16" C.S. are on board.

The American Certificates for the above are on board and have been sighted, no marks were decipherable on the equipment.