

Rpt. 8

Port FALMOUTH

No. 13409

Date of writing Report 13 Dec: 1958

When handed in at Local Office 15th Dec: 1958

Received London

22 DEC 1958

Survey held at Falmouth

No. of Visits 7

First Date 25 Nov: 1958

Last Date 15 Dec: 1958

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

53571

on the Iron or Steel

S.S.

"BEECHER ISLAND"

Tons gross 10,668

Year Month

When 1944

Built at Mobile

By Whom Alabama D.D. & S.B. Co.

Owners BP Tanker Co. Ltd.

Owners' address (If not already in R.B.)

Port of Registry London

Managers in drydock

Name of Dock No.1 Falmouth Docks

Date of last examn. in Drydock 3/12/58

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 7024

Port MAM.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

| SHIP'S CLASS Date of Special and of Drydocking Surveys, etc. | Machinery |
|---|--------------|
| 100 A1 | LMC-DS 12,56 |
| 12,57 | MBS 12,57 |
| ss. Shl. (DR) 12,56 | TS(C) 3,56 |
| | SPS 12,56 |
| Carrying Petroleum in Bulk | Oil Line |

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. To Owners

Freeboard as marked on ship and now verified 9 ft 2 3/4 ins

Superintendent. Not required. Was a damage report made by anyone else? If so, by whom? No

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, ANNUAL FREEBOARD SURVEY & DAMAGES stated to be of unknown origin.

REPAIRS - Wear & Tear:-

Minor leakages from riveting in bottom shell doublers made tight by caulking.

Damage 1 - Permanent Repairs. Shell plating set in port side at level of forward end of boiler flat. One plate part renewed, one longitudinal frame part renewed.

Damage 2 - Found, shell plating G7 & 8 (psf) set in, it is recommended this damage be specially examined and dealt with as necessary at the next Special Survey, being efficient meantime

It was stated that some cable had been lost whilst anchoring near light vessel "Elbe III" on 16/11/58 (interim certificate on board, issued at Hamburg on 18/11/58). Cables now ranged and examined and found short of one - 15 fms length on port side, this length now supplied. Anchors examined and found good. The subject noted on Hamburg interim certificate need not be entered in SRL.

CONTINUATION OVER/OR SHEET 2

| SUMMARY OF DAMAGE REPAIRS | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed | 1 Part | 1 Part | | | | | | |
| Removed and Fair'd or Repaired | | | | | | | | |
| Fair'd or Repaired in place | | | | | | | | |

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to -

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes, copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel in my opinion is eligible to be continued as classed with record of Docking Survey 12,58 subject to set in shell plates G7 & 8 (psf) being examined and dealt with as necessary at the next Special Survey. The item relating to the rudder may now be deleted.

SRL Appendix to be retained as at present.

John Currie
Surveyor to Lloyd's Register of Shipping
JOHN CURRIE

THURSDAY 22 JAN 1959

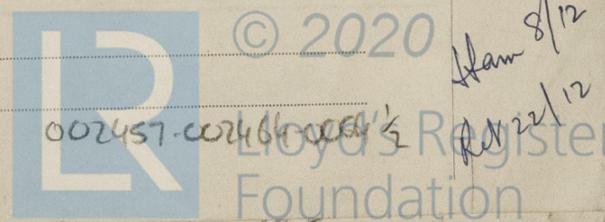
Date of Committee

Minute

DS 12.58 Subject (h) without sp. cdo. (m)
TS 12.58 MBS 12.58

Noted for Header

30m,4,57 T.



002457-004641-00692

Ham 8/12
22/12

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DOCKING SURVEY

| Items | Now Examined | | Tanks | Now Examined Internally | Now Tested |
|--|--------------|------------|---|-------------------------|------------|
| | YES | NO or NONE | | | |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes | | F.P. Tank | | / |
| Rudder lifted | Yes | | A.P. " | | |
| Weather Decks, Superstructures and Casings | Yes | | D.B. Tanks (indicate Oil Fuel and Cofferdams) | | |
| Hatchways, Covers, closing and securing appliances | Yes | | | | |
| Ventilator coamings, skylights, companionways and closing appliances | Yes | | Fresh Water Tanks | | |
| Holds | No | | Deep Tanks | | |
| "Tween Decks | No | | Oil Fuel Bunkers and Settling Tanks | | |
| Fore Peak Spaces | | | Side Tanks | | |
| After " " | | | Wing Tanks | | |
| Engine Space | | | Other Tanks | | |
| Boiler | | | Cargo Tanks (Tankers) | generally | |
| Under Engines and Boilers | | | | | |
| Tunnel and Well | | | Cofferdams | | |
| Coal Bunkers | | | Pump Rooms | | |
| Chain Locker | | | | | |
| Other Spaces | | | | | |

Have the spaces now surveyed been cleared and cleaned as necessary? _____

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? _____

Have the bilges been cleaned out and examined? _____ Have cement in bottom been examined? _____

Has steelwork had rust removed and afterwards been recoated as necessary? _____

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? _____

Has a Load Line Survey been held? Yes If so, state which Annual

Have the shell and deck plating been drilled as per Rule? _____ If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? _____ If so, report details in body of Report.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:-

| | | | | | |
|--|--------------------|--|--------------|--|--------------------------------------|
| Shell plating | Good | Ceiling and Cargo Battens | none | Sluice Valves examined and found | none |
| " " in way of side scuttles | not examined | Cement or Asphalt | not examined | Air and Sounding Pipes | exposed Good |
| Rudder and Sternframe | Good | Cargo and other Hatchways | Good | Doubling Plates under Sounding Pipes | not examined |
| Decks | part examined Good | Hatches and closing appliances | " | Masts and Rigging examined and found | Good |
| Superstructures and their closing appliances | Good | Ventilators, their coamings and closing appliances | " | Condition, how ascertained (State if wedges removed) | from deck |
| Coamings and Casings | Good | Companionways and Skylights | " | Chain Locker | not examined |
| Beams and Fastenings | not examined | Shell Openings | none | EQUIPMENT | |
| Frames | part examined Good | Ash Shoots | " | Equipment Letter | gt 2 5/16" 30 |
| Reverse Frames | not examined | Overboard Discharges and Scuppers | Good | Anchors, No. of | 3B.15 Condition good |
| Longitudinals | " | Freecing ports | none | Cables (State if now ranged and examined) | Yes |
| Transverses | " | Steering Gear (Main and Auxiliary) | Good | " length | 330 Fths mean diam. 2 1/2" & 2 5/16" |
| Floors | " | W.T. Doors | " | " Rule Length | 330 Fths Size 2 5/16" |
| Keelsons | " | | | Hawsers and Warps | Good |
| Stringers | " | | | State if any Anchors or Chain Cable have | Yes |
| Inner Bottom Plating | " | | | now been supplied or retested, if so, | complete Report 8(Eq) and attach. |
| Bulkheads and Tunnel | " | | | | |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below

REMARKS, REPAIRS, Etc. (Contd.) SRL - Rudder to be specially examined and dealt with as necessary next drydocking. Now examined, pintles removed and examined, rudder carrier and steady bearing examined, all parts found good and free from defect. It was noted that the clearance between the rudder and top gudgeon was considered to be sufficient. Upon completion of re-assembly, the rudder was tried over in drydock and under power afloat with satisfactory results on both occasions. This item may be deleted from SRL.

Survey Fee (1) £8:8:0
 Special Damage or Repair Fee (if any) 2-25+5+10
 Travelling Expenses (if chargeable) _____
 Second Surveyor's Fee (if any) _____
 Date when A/c. Rendered 19 Dec. 1958

To be securely attached to No. 13409

REPORT Falmouth

"BEECHER ISLAND"

RPT 8(EQ) (EQUIPMENT)

SHIP'S NAME

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

| Number of Certificate | Anchors | Weight Ex Stock Cwts. or Kilogs | Weight of Stock Cwts. or Kilogs | Test per Certificate Tons Cwts. or Kilogs | Weight Required by Rule Cwts. or Kilogs | Description of Anchor | Makers | Where and when tested and Superintendent |
|-----------------------|---------|---------------------------------|---------------------------------|---|---|-----------------------|--------|--|
| | | | | | | | | |
| 24495 | | | | | | | | |

CHAIN CABLES

| Number of Certificate | Length and size supplied | Diam. Ins. of Mains or Kilogs | Statutory Tons Cwts. or Kilogs | Breaking Tons Cwts. or Kilogs | Weight of Chain Cable | | Description | Makers of Cable | Where and when tested and Superintendent |
|-----------------------|--------------------------|-------------------------------|--------------------------------|-------------------------------|--------------------------|----------------------|---------------------------|--|--|
| | | | | | Supplied Cwts. or Kilogs | Rule Cwts. or Kilogs | | | |
| 24495 | 1 1/2 | 2 7/8 | 134.8 | 188.7 | 2 | 5 | Stud Link Special quality | North British EW Co. Ltd., per W.L. Byers. | Low Walker 8/12/49 R.J. Vogan. |

John Currie
 Surveyor to Lloyd's Register of Shipping
 JOHN CURRIE

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? Yes

5m.7.57 T.

B.) 50m.7.54. (MADE AND PRINTED IN ENGLAND.)

40m.4.57. T. (MADE AND PRINTED IN ENGLAND.)

TS 12.58

002457-002464-0066

Noted for Header



002457-002464-0069 1/2