

Rpt. 8

Port FALMOUTH

No. 14031

Date of writing Report 1st Aug: '61

When handed in at Local Office 2nd Aug: '61

Received London

Survey held at River Fal

No. of Visits one

First Date 25/7/ 1961

Last Date 25/7/ 1961

WRECK SECTION

# REPORT OF SHIP SURVEYS AND REPAIRS

WRECK SECTION

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

No. in R.B.

05025

on the Iron or Steel M.S.

"BRITISH MAJOR"

Tons gross 8564 NO

Built at Sunderland

By Whom Wm. Doxford & Sons Limited

When 1946 Year Month 3

Owners British Tanker Co., Limited

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

Managers

Port of Registry London

Surveyed Afloat or in Drydock Afloat

Name of Dock River Fal anchorage

Date of last examn. in Drydock -

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

Last Report: No. 13950 Port Fal To be filled in at Head Office.

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-CS 11,54
Oil tanker	A 3,61
ss 11,54	TS-CL 8,57
ds 5,58	SPS 11,54
LAI D UP - SURVEYS OVERDUE	11,58

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

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR TOWING TO PORT IN U.K. IN BALLAST TO BE BROKEN UP

The ship afloat, the shell plating above waterline, decks, hatch and vent coamings, superstructures and casings and all closing appliances, windlass and bower anchors examined and considered satisfactory for the intended voyage.

The owners stated that the ship would be towed without main engines or auxiliary power on board, and that it was understood that the towing arrangements were not the responsibility of the Society.

Copy of Interim Certificate attached.

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								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? NO

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

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

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 ship, so far as now seen, is eligible to be towed as an unclassified ship to a port in the U.K. in ballast, to be broken up.

K.A. ADAMSON  
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 22 AUG 1961

Minute

See Wreck Report



© 2020

Lloyd's Register Foundation

