

Rpt. 8

/NP

Port NEWCASTLE UPON TYNE

30. NOV. 1961

No. 118463

Date of writing Report 22.11.61.

When handed in at Local Office 28 NOV 1961

Received London

Survey held at South Shields

No. of Visits 8

First Date 27.10.61.19

Last Date 17.11.19 61

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.

04987

on the Iron or Steel M.S.

"BRITISH DUKE" (Tanker)

Tons gross 8562

Year

Month

Built at Birkenhead

By Whom Cammell Laird & Co. Ltd.

When 1948

2

Owners B.P. Tanker Co. Ltd.

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

Managers -

Port of Registry London

Surveyed Afloat or in Drydock Drydock

Name of Dock Brigham & Cowans Ltd.

Date of last examn. in Drydock 10.11.61.

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

Last Report: No. 8786
To be filled in at Head Office

Port

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.

Give dates and references to any letters relating to this Report

28.9.61.

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 GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY (C) DUE 6/61.

Repairs Wear and Tear

Port and Starboard anchor shackle pins hardened up.

Aft Pumproom, lower shell stringer and flat section connections to bulkheads renewed, middle stringer part doubled.

Shell Plates G3, Port and starboard sides, in way of Boilers external doublers fitted, 5 shell frames cropped above Boiler flat and part renewed.

Approx. 150 defective shell rivets in way of No.5,6, & 7 Cargo tanks, starboard side, renewed.

Cargo tank hatch covers, No.2 centre, No.7 Port, Nos. 8 & 9 Port and starboard sides, part doubled.

Engine room casing top, doublers fitted Port and Starboard sides of skylight.

Several other minor repairs effected.

Damages:- Cause and time not stated

Side shell plates K6 & 7, J5 & 6 in way of No.2 Port, K5, J4 & 5 in way of No.2

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?

Yes

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

No

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

Now

Has Interim Certificate been issued? Yes

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".

It is submitted that this Tanker, so far as now seen, is in efficient condition and eligible in my opinion, to remain as classed with fresh record of drydocking 11/61, subject to set in side shell plating in way of No. 2 Port and Starboard and No.5 starboard cargo tanks to be specially examined and dealt with as necessary at the Special Survey and to all other conditions at present attached to the vessel's class being dealt with as previously recommended and to the Special Survey being completed by June, 1962.

S. Sanderson.
Surveyor to Lloyd's Register of Shipping
S. SANDERSON.

Date of Committee

WEDNESDAY 10 JAN 1962

Minute

Deferred for SS.

SS. 11.61 Subject (ham)

ABSS. 11.61

(Postponement of SS
until 6/62 approved)NOTED FOR
POSTING

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Lloyd's Register
Foundation

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		GENERAL EXAMINATION		SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	No	
Rudder lifted	No	A.P. "	Yes	No	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams	Feed Tank in E.R. Generally - Yes	No	
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	Generally - Yes	No	
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No	
Holds	Generally - Yes	Oil Fuel Bunkers and Settling Tanks	No	No	
"Tween Decks	Generally - Yes	Side Tanks	-	-	
Fore Peak Spaces	Generally - Yes	Wing Tanks	-	-	
After " "	Generally - Yes	Other Tanks	-	-	
Engine Space	Generally - Yes	Cargo Tanks (Tankers)	Generally - Yes	No	
Boiler "	Generally - Yes	Cofferdams	Generally - Yes	No	
Under Engines and Boilers	Generally - Yes	Pump Rooms	Generally - Yes	No	
Well	No	Have Tanks now Examined been Cleaned as Necessary?	Generally - Yes		
Coal Bunkers	None	Have Struts in Cargo Tanks (of Tankers) been removed?	No		
Chain Locker	Generally - Yes	Have Tanks been Retested as necessary after completion of any Repairs?	See report		
Other Spaces	None				
Have the spaces now surveyed been cleared and cleaned as necessary? Generally - Yes					
Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No					
Have the bilges been cleaned out and examined? No					
Has steelwork had rust removed and afterwards been recoated as necessary? No					
Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No					
Has a Load Line Survey been held? No If so, state which					
Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached					
Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report					
NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.					

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—					
Shell plating	Efficient	Ceiling and Cargo Battens	None	Sluice Valves examined and found	Not exd.
" " in way of side scuttles	Not exd.	Cement or Asphalt	Not exd.	Air and Sounding Pipes (above deck)	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd.
Decks	Efficient	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not exd.
Beams and Fastenings	Part exd.—Efficient	Shell Openings	None	EQUIPMENT	
Frames	Part exd.—Efficient	Ash Shoots	Not exd.	Equipment Letter	d+
Reverse Frames	Part exd.—Efficient	Overboard Discharges and Scuppers	Not exd.	Anchors, No. of	3W Condition Good
Longitudinals	Part exd.—Efficient	Freeing ports (Open Rails)	Good	Cables (State if now ranged and examined)	Yes
Transverses	Part exd.—Efficient	Steering Gear (Main and Auxiliary)	Good	" length 300 fths mean diam. 2.3/8"	
Floors	Part exd.—Efficient	examined and found	Good	" (on board) Rule Length 300 fths Size 2 1/2"	
Keelsons	Part exd.—Efficient	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Part exd.—Efficient	Pumps " " "	Not exd.	State if any Anchors or Chain Cable have now been supplied or retested, if so	No
Bulkheads and Tunnel	Part exd.—Efficient	W.T. Doors " " "	None	complete Report 8(Eq) and attach.	
Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below Examined only					

REMARKS, REPAIRS, Etc. (Contd.)

Starboard, H9 & G9 in way of No.5 Starboard cargo tanks set in and indented including framing in way. The Owners Superintendent requested that permanent repairs be deferred. It is submitted that this request merits the favourable consideration of the Committee the damages examined and found efficient meantime. It is recommended that these be noted as a Condition of Class to be specially examined and dealt with as necessary at the Special Survey.

Conditions of Class:— Set in No.11 sheerstrake plate and No.9 in 1st below (p.s.f) also to G10, H6, 7, 10, 11 and 14 and J7 & 14 (p.s.f) and F11 (s.s.f) now examined and found to remain efficient meantime.

Survey Fee Gen. Examination £53. 4. 0.
Interim Cert. £ 9. 0. 0.
Special Damage or Repair Fee (if any)
Late fee £ 5. 5. 0.
Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)
Date when A/c. Rendered 29 NOV 1961

Rpt. Contn. Sheet SHEET NO. 2

Port of NEWCASTLE-ON-TYNE, Continuation of Ship/Mech. Report No. 118463 dated 28 NOV 1961

on the S.S./M.S. "BRITISH DUKE"

Fractured pumproom aft bulkhead (P.S.), repairs carried out on some previous occasion. No.7 centre tank filled, repairs examined and found satisfactory. It is recommended that this item be deleted from the list.

New Entry - Set in side shell plating in way of No.2 Port and Starboard and No.5 starboard cargo tanks to be specially examined and dealt with as necessary at the Special Survey

Appendix to S.R.L:— Shell plate No.6 in 1st below sheer (S.S.A) indented, examined and remains efficient.

Examination of "C" Strake shell plating externally, in way of No.5,6 & 7 cargo tanks port and starboard sides, revealed grooving in way of longitudinal bulkhead stiffener bracket connections. A check test hole drilled and gauged resulted to the opinion that repairs were not considered necessary at this time. It is recommended that this be recorded in the Appendix to the S.R.L. and entered in italics to be kept under observation.

New Entry - Bottom shell plating midships, grooving to be kept under observation.

From the above examination and in accordance with Circular 1959, the proposal to defer the completion of the Special Survey until June, 1962 merits the favourable consideration of the Committee.