

B.C. CLASS

Rpt. 8.

(Received at London Office

27 DEC 1951

No. 109013

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 17<sup>th</sup> DEC 1951 When handed in at Local Office 19<sup>th</sup> DEC 1951 Port of NEWCASTLE-on-TYNENo. in Survey held at JARROW-on-TYNE Date, First Survey 7<sup>th</sup> NOV. Last Survey 8<sup>th</sup> DEC 1951  
Reg. Book. on the Wood, Iron or Steel S.S. "ASSIMINA K" (No. of Visits 12)

02057. Built at SOREL, P.Q. By whom MARINE INDUSTRIES, LD. When 1943 MONTH 6.

TONNAGE: — GROSS 7142 Owners MEGANTIC FREIGHTERS, LD. Owners' Address (If not already recorded in Appendix to Register Book).

UNDER DK. 6709 Managers J. P. HADOUIS, LD. Port belonging to LONDON.

NET 4241. Surveyed Afloat or in Dry Dock? BOTH Name of Dock MERCANTILE Destined Voyage

Cell/D/Bor/D/BA feet; uE &amp; B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

total capacity 1050 tons. FPT tons; APT tons; MT tons. Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report No. 9640 Port rnh.

(Periodical Surveys, when held, must be reported in detail and serially 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.

In 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 YES.

OWNERS SUPER? - NOT REQ. Was a damage report made by anyone else? if so, by whom? YES - UNDERWRITERS SURVEYOR.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, ANNUAL SURVEY, DAMAGE, &amp; OIL FUEL CONVERSION.

NOW DONE FOR DOCKING - Vessel placed in dry dock, bottom sides and rudder (lifted) cleaned, examined and recoated. Weather decks, holds, casings, superstructure bulkheads, hatch coamings and closing appliances, steering gear (main and auxiliary), windlass and equipment generally examined and found satisfactory. - Vessel undocked 26<sup>th</sup> Nov. 1951.

Annual Freeboard Survey held.

ANNUAL SURVEY - In addition to the items examined for Annual Freeboard Survey, the steering gear examined and auxiliary gear rigged, and W.T. door tried.

DAMAGE - Stated due to heavy weather whilst on a voyage from Bone - North Africa to Gibraltar from 15<sup>th</sup> to 17<sup>th</sup> October 1951.

Now Done - Deck plating and deck girders under etc. in way of no 3 hatch and bunker hatch OVER

SUMMARY OF DAMAGE REPAIRS: — Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: —

Renewed ... SEE REPORT.

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE Decks GOOD.

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

Frames

Reverse Frames

Longitudinals

Transverses

Floors in Nos 3, 4 &amp; 7 06, GOOD.

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally YES 3, 4 &amp; 7.

Have the Tanks been tested YES 3, 4, 6, 7 &amp; D.T.

Bulkheads GOOD.

Ceiling

Cement or Asphalt

Rudder GOOD.

Steering gear and its connections

Windlass

Have pumps been examined and found efficient? YES.

Have Sluice Valves been examined and found efficient? NONE.

Have Watertight Doors been examined and found efficient? YES.

Have Ventilators and their Coamings been examined and found efficient? YES.

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights GOOD.

Coal Bunkers, Openings, Covers, &amp;c.

Oil Bunkers GOOD.

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Siding

State if examined.

Copper, or Y.M. (State if on felt.)

When fitted, Month Year

Boats GOOD.

Masts, Yards, &amp;c.

Condition, how ascertained FROM Dk. (State if wedges removed.)

Equipment letter C. 37.

Anchors, No. of 3-1

Cables (State if now ranged) No

" length STATED COMPLETE. (on board.) mean diam.

" Rule length 270 ft size 2 7/8

Chain Locker NOT EXAM.

Hawsers &amp; Warps SUFFICIENT.

Standing and Running Rigging GOOD.

Sails

General Observations, Opinion as to Class, Recommendation, &amp;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 eligible in our opinion to remain as classed with fresh record of dry docking 11,51 and notations of A.S. 12,51, and fitted for oil fuel 12,51, FR above 150°F. Subject to way bottom plating being further examined and dealt with at the next Special Survey.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

Oil FUEL CONVERSION

Traveling Expenses (if chargeable)

SUNDAY

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Fees applied for, 24 DEC 1951

Received by me, 19.

TUE 22 JAN 1952

Surveyors to Lloyd's Register of Shipping.

Lloyd's Register Foundation

11,51 New, subject to A.S. 12,51

Fitted for oil fuel 12,51 S 11,51

002891-002896-0093



examined, and a butt weld in deck plate of stroke next to no 3 hatch (P5) (position about mid-length of hatch) found fractured. The fracture also extended about 9" into <sup>2nd</sup> stroke from hatch side.

A fracture was also found in the bulk angle stiffener and plate joining the starboard side bunker hatch coaming to the galley house.

REPAIRS. Deck butt weld used out and welded, with efficient sealing run on underside. Fractured piece of deck plate in 2<sup>nd</sup> strake from hatch (P.S) cut out and new insert piece welded in.

girder (S.S.). Bulb angle stiffener and plate cropped back and renewed.

The above repairs were effected in dry dock.

Shell A number of defective shell rivets reserved.

OIL FUEL CONVERSION - The vessel has now been converted for burning oil fuel, the oil being carried in nos. <sup>10</sup>3, 4, and 7 double bottom tanks, deep attached tank, and settling tank (P45) in 'tween decks.

The deep tanks (P/S) were reinforced, and new settling tanks (P/S) constructed in accordance with plans approved 29<sup>th</sup> August 1951. All holes in centre girders of double bottom tanks made oil tight.

All holes in centre girders of double bottom tanks made oil tight, and a cofferdam constructed between no 4 double bottom and feed water D.B. tank in engine room, complete with new air, suction and sounding pipes. Double bottom tanks, deep tank, settling tanks, and heating coils tested to Rule. Gutterway bars fitted around settling tanks and in way of engine room bulkhead of deep tank with necessary suction.

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

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge .....																

If Patent state name of Patent.

If Stockless state Mechanical Test

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

## CHAIN CABLES.

[illegible]

The remaining requirements of Sec. 20 of the Rules have been complied with.

NOTE: Some waves were noted in the bottom shell plating in way of the deep tank (P.S), boiler room (S.S), original cross bunker (P.S) and no 3 hold (P+S). The depth of these waves varied between  $\frac{3}{4}$ " and  $\frac{7}{8}$ ". The side shell plating, tank top plating, 'tween deck, and upper deck etc. in way of no. 3 hold (position of worst waves) was specially examined and found in good order. It is recommended these waves be further examined and dealt with at the next Special Survey.

AMENDMENTS TO REGISTER BOOK. - Amend capacity of cell DB from 1060 t to 1050 t

Insert in R.B. "Fitted for oil fuel 11.51 F.P. above 150°F.

J. M. R.

N.B.—If this Report is copied by Copving Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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Received by

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