

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2/1/1953 When handed in at Local Office 9 JAN 1953 Port of NEWCASTLE-ON-TYNE
No. in Survey held at ~~NEWCASTLE-ON-TYNE~~ HEBBURN-ON-TYNE Date, First Survey 9/10/52 Last Survey 23/12/1952
Reg. Book. on the Wood, Iron or Steel TW. 26.55 GLESSOLA (No. of Visits 29)

TONNAGE:—
GROSS 5017
UNDER DK 3516
NET 2352

Built at S. Bank, M.B.

By whom Smith's Dock Co. Ltd.

When 1949

MONTH 12.

Owners N.V. Caracarasche Scheepw. Maats. Owners' Address

(It not already recorded in Appendix to Register Book)

Managers

Port belonging to Willemstad.

Surveyed Afloat or in Dry Dock? Both

Name of Dock Palmer Hebburn

Destined Voyage Tyne to Caracas.

Cell DBord DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	for Special Survey.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1.	2/52	+LMC	12/49.
		B.S.	2/52
		T.S.C.L.	P. 10/50
		S.N.	8/5
Carrying Petroleum in bulk. WTB			
Fitted for oil fuel 12/49 F.P. above 150°F.			
Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 11 3/4 ins. (182 cm).			

Only alterations in the existing records of tanks should be inserted.

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

Report, No. 3946 / Port Cco.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the removal of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Where 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 to Owners

but not required.

Was a damage report made by anyone else? if so, by whom? No.

RS, OR EXAMINATION AS PER RULE, FOR Damage, Alterations and Docking.

Damage cause not stated.

Damage situated on side shell and bilge keel.

Done:— Vessel placed in dry dock, bottom sides and rubber cleaned, examined and found or placed in good order and recoated. Side shell port, Nos 1 and 3 cargo tanks port examined for damage and permanent repairs effected (with exception of one plate noted as an endorsement)

No:— plates numbered from forward.

Shell.

in place.

Port G. 4, 5, H 5, 6.

(4).

Cargo Tank. Port. 12 side frames part removed fair and replaced

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	-	-	-	-	-	-	-	(Contd. on Sheet 2)
Removed and Fair or Repaired	-	12	-	-	-	-	-	
Fair or Repaired in place ...	4	-	-	-	-	-	-	

GENERAL CONDITION OF THE

Deck	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Plating	good	Ceiling	good	Coal Bunkers, Openings, Covers, etc.	good	(State if on Pelt.)	
Frames	good	Cement or Asphalt	good	Oil Bunkers	Not ext.	When fitted, Month	Year
Fastenings	good	Rudder	good	Scuppers	good	Boats	good
Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good
In way of sidelights	good	Windlass	good	Hatches	good	Condition, how ascertained as from deck.	
Frames	Not ext.	Have pumps been examined and found efficient?	Yes.	Planking	good	(State if wedges removed.)	
Fastenings	good	Have Sluice Valves been examined and found efficient?	-	Caulking	good	Equipment letter	Y.
Plating	good	Have Watertight Doors been examined and found efficient?	-	Treenails	good	Anchors, No. of	38. 1st
Fastenings	good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	good	Cables (State if now ranged)	Ranged.
Plating	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	good	" length 285 ft. mean diam. 2 3/16	
Fastenings	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	good	" Rule length 270 ft. size 2 3/16	
Plating	good			Stringers, Clamps & Shelves	good	Chain Locker	good
Fastenings	good			Salting	good	Hawsers & Warps	sufficient
Plating	good			State if examined		Standing and Running Rigging	good
Fastenings	good					Sails	

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 now eligible in my opinion to be classed +100 A1, carrying petroleum in bulk, for service in all parts of the Caribbean Sea with fresh record by docking 12/52.

Endorsement. Shell plate E 13 port indented.

Fee (per Section 23)	£ 120 0 0	Fees applied for,	
Alteration	£ 6 6 0	-9 JAN 1953	
Special Damage or Repairs Fee (if any)	£ 41 0 0	Received by me,	
Travelling Expenses (if chargeable)	£ 5 5 0	19	
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

TUES. 10 FEB 1953

CERTIFICATE WRITTEN

James. W. N. Key

Surveyor to Lloyd's Register of Shipping.

R. W. N. Key

Surveyor to Lloyd's Register of Shipping.

and assign 12,52 N.W. (with endorsement) Carrying petroleum in bulk. BS 12,52, subject

003401-003408-02721/13

Sheet 4.

Glossula

alterations (contd) The forecastle deck and bulkhead, bridge forward and after bulkheads have tested on completion and anchor arrangements tried and all proved satisfactory.

It is therefore submitted that the vessel is now eligible to be classed ± 100 A1. carrying Petroleum in bulk, for service in all parts of the Caribbean sea.

Note for Register Book.

Due to the foregoing alterations the following amendments should be made:-

Amended tonnages and registered dimensions have yet to be assigned.

New overall length is 401.5 ft.

New forecastle " " 32 ft.

New bridge " " 57 ft.

The poop forecastle and trunk decks have been incorporated in the upper deck and it is therefore submitted that these items be deleted.

Moulded depth is now 26'-3"

Freeboard is 5'-11 $\frac{3}{4}$ " (182 cms) with corresponding draft of 20'-5 $\frac{1}{2}$ "

The use of Nos. 1 and 4 wing tanks port and starboard for water ballast only has been discontinued and arrangements have now been made to carry water ballast only in No. 1 centre tank from forward. The capacity of No. 1 centre tank is 852 tons salt water. It is therefore submitted that the notation wing tanks aft 412 tons fwd. 843 tons be now deleted and the notation "centre tank fwd. 852 tons" be inserted.

Vessel undocked 19th December 1952.

S.R. List. No items.



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