

110 JAN 1953

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 1/1/1953... When handed in at Local Office... 9 JAN 1953... Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at Hebburn-on-Tyne Date, First Survey 9/10/52 Last Survey 23/12/1952  
 Reg. Book. 11403 on the Wood, Iron or Steel TW.26.55 GLESSOLA (No. of Visits... 29...)

TONNAGE: Built at S. Bank, Mdb. By whom Smith's Dock Co. Ltd. When 1949 MONTH 12.  
 GROSS 5017 Owners N.V. Caracosech Scheepw. Maats Owners' Address —  
 UNDER DK 3516 Managers — Port belonging to Willemstad.  
 NET 2352

Surveyed Afloat or in Dry Dock? Both. Name of Dock Palmer Hebburn Destined Voyage Tyne to Caracas.  
 Cell DBor DBa... feet; uE & B... feet; f... fe }  
 total capacity... tons. FPT... tons; APT... tons; MT... feet tons. }

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 seriatim 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.

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

Damage none stated.  
 Location Damage situated on side shell and bilge keel.  
 Description 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)  
also:— plates numbered from forward.

Location Shell.  
 Description done in place. Port G. 4, 5, H 5, 6.  
 Location 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:— (Contd. on sheet 2) |
|---------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|-----------------------------------|
| Renewed ...                     | -             | -       | -          | -                         | -      | -                    | -           |                                   |
| Removed and Fair'd or Repaired  | -             | 12      | -          | -                         | -      | -                    | -           |                                   |
| Fair'd or Repaired in place ... | 4             | -       | -          | -                         | -      | -                    | -           |                                   |

| GENERAL CONDITION OF THE                 | GOOD                      | NOT CAL. | NOT EXH. |
|--|---------------------------|----------|----------|----------|----------|----------|----------|----------|
| Deck                                     | good                      |          |          |          |          |          |          |          |
| Frames                                   | good                      | Not cal. |          |          |          |          |          |          |
| Plating                                  | good                      |          |          |          |          |          |          |          |
| Bottom Plating                           | good                      |          |          |          |          |          |          |          |
| Engine Room Skylights                    | good                      |          |          |          |          |          |          |          |
| Coal Bunkers, Openings, Covers, etc.     | good                      |          |          |          |          |          |          |          |
| Oil Bunkers                              | Not cal.                  |          |          |          |          |          |          |          |
| Seuppers                                 | good                      |          |          |          |          |          |          |          |
| Cargo Hatchways                          | good                      |          |          |          |          |          |          |          |
| Hatches                                  | good                      |          |          |          |          |          |          |          |
| Planking                                 | good                      |          |          |          |          |          |          |          |
| Caulking                                 | good                      |          |          |          |          |          |          |          |
| Treenails                                | good                      |          |          |          |          |          |          |          |
| Breasthooks & Stemson                    | good                      |          |          |          |          |          |          |          |
| Transoms, Pointers & Crutches            | good                      |          |          |          |          |          |          |          |
| Timbers of Frame at openings             | good                      |          |          |          |          |          |          |          |
| Stringers, Clamps & Shelves              | good                      |          |          |          |          |          |          |          |
| Sanding                                  | good                      |          |          |          |          |          |          |          |
| Copper, or Y.M.                          | good                      |          |          |          |          |          |          |          |
| When fitted, Month                       |                           |          |          |          |          |          |          |          |
| Boats                                    | good                      |          |          |          |          |          |          |          |
| Masts, Yards, &c.                        | good                      |          |          |          |          |          |          |          |
| Condition, how ascertained as from Arch. |                           |          |          |          |          |          |          |          |
| Equipment letter                         |                           |          |          |          |          |          |          |          |
| Anchors, No. of                          | 38                        |          |          |          |          |          |          |          |
| Cables (State if now ranged)             | Ranged                    |          |          |          |          |          |          |          |
| length                                   | 285 fms mean diam. 2 3/16 |          |          |          |          |          |          |          |
| Rule length                              | 270 fms size 2 3/16       |          |          |          |          |          |          |          |
| Chain Locker                             | good                      |          |          |          |          |          |          |          |
| Hawsers & Warps                          | sufficient                |          |          |          |          |          |          |          |
| Standing and Running Rigging             | 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 AI, 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)                   | Amount        | Fees applied for |
|--|---------------|------------------|
| Alteration                             | £ 120 : 0 : 0 | -9 JAN 1953      |
| Special Damage or Repairs Fee (if any) | £ 6 : 6 : 0   |                  |
| Subboard Endorsement                   | £ 41 : 0 : 0  |                  |
| Travelling Expenses (if chargeable)    | £ 1 : 6 : 8   |                  |
| Sanding Fee                            | £ 5 : 5 : 0   |                  |
| Second Surveyor's Fee (if any)         | £             |                  |

Committee's Minute  
 Character Assigned Amend class to: +100 AI  
Write Owners + 1 cent  
 CERTIFICATE WRITTEN  
Carrying petroleum in bulk  
and assign 12,52 Nwc. (with endorsement)

James. W. N. Key  
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping  
 Foundation  
 Converted to  
 Shell Docks (see)

Handwritten notes and stamps on the right margin, including a large '13' at the bottom right and various initials and dates.

Damage (contd)

Portions of bilge keel bulb plate which had previously been removed port and starboard were replaced at this time. Side shell plate E13 port found slightly indented between frames. The Owners did not wish to carry out repairs at this time and as the damage is slight it is recommended that it be noted as a class B endorsement to be dealt with at Owners convenience.

Alteration & Docking.

Now done:- Vessel placed in dry dock. Bottom sides and rudder secured examined and recoated. Anchors and cables ranged and examined.

The dry cargo hold, No 1 and 4 cargo tanks port and starboard wings, lower decks, peaks, decks, bulkheads, casings, chain lockers, hatch coverings and closing appliances, ventilator coverings and covers, steering gear (main and auxiliary) windlass and equipment generally examined and found satisfactory.

Foreboard stems examined and Society's amended foreboard assigned. Marks cut in on ship's side and verified.

Repairs:-

Side shell at stem between 5ft and 15ft draft marks, badly pitted port and starboard. Deep fittings port built up with welding and

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

ANCHORS.

| Number of Certificate. | Anchor.*          | WEIGHT BY STOCK. |      |      | WEIGHT OF STOCK. |      |      | TEST PER CERTIFICATE. |       |      | WEIGHT REQUIRED BY RULE. |       |                    | Description of Anchor. | Makers.                          | Where and when tested and Superintendant. |
|------------------------|-------------------|------------------|------|------|------------------|------|------|-----------------------|-------|------|--------------------------|-------|--------------------|------------------------|----------------------------------|---|
|                        |                   | Cwts.            | qrs. | lbs. | Cwts.            | qrs. | lbs. | Tons.                 | Cwts. | qrs. | lbs.                     | Cwts. | qrs.               |                        |                                  |   |
| 32396                  | 1st Bower         | 60               | 3    | 0    | Stockless        | 48   | 15   | 0                     | 0     | 60   | -                        | -     | Bygone & Sons Ltd. | -                      | Lynn Walker<br>5/6/52 R.J. VOAN. |   |
|                        | 2nd "             |                  |      |      |                  |      |      |                       |       |      |                          |       |                    |                        |                                  |   |
|                        | 3rd "             |                  |      |      |                  |      |      |                       |       |      |                          |       |                    |                        |                                  |   |
|                        | Collective Weight |                  |      |      |                  |      |      |                       |       |      |                          |       |                    |                        |                                  |   |
|                        | Stream.....       |                  |      |      |                  |      |      |                       |       |      |                          |       |                    |                        |                                  |   |
|                        | Kedge.....        |                  |      |      |                  |      |      |                       |       |      |                          |       |                    |                        |                                  |   |

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

CHAIN CABLES.

| Number of Certificate. | Length and size supplied. |       | Test per Certificate. |                | WEIGHT OF CHAIN CABLE. |           |         |       | Length and size per rule. |      | Description. | Makers of Cables. | Where and when tested and Superintendant. |  |
|------------------------|---------------------------|-------|-----------------------|----------------|------------------------|-----------|---------|-------|---------------------------|------|--------------|-------------------|---|--|
|                        | Length.                   | Diam. | Stam-<br>tory.        | Break-<br>ing. | Supplied.              | Per Rule. | Length. | Diam. |                           |      |              |                   |   |  |
|                        | Fathoms.                  | Inch. | Tons.                 | Tons.          | Cwts.                  | qrs.      | lbs.    | Cwts. | qrs.                      | lbs. | Fathoms.     | Inch.             |   |  |
|                        |                           |       |                       |                |                        |           |         |       |                           |      |              |                   |   |  |
|                        |                           |       |                       |                |                        |           |         |       |                           |      |              |                   |   |  |
|                        |                           |       |                       |                |                        |           |         |       |                           |      |              |                   |   |  |
|                        |                           |       |                       |                |                        |           |         |       |                           |      |              |                   |   |  |

doubling plates fitted. Existing doubling plates starboard removed and renewed.

Anchors & Cables. A spare bower anchor was placed on board, marks verified against test certificate and found correct as detailed above - certificate endorsed.

Cable studs 11 renewed.

aft peak tank tested and proved satisfactory.

(Contd. on Sheet 3)

Alterations The vessel has been converted at this time from a Tank Deck to a Flash Deck tanker and the following constructional alterations have been effected:-

Side shell extended from harbour deck to level of tank top with framing in way. Upper edge of existing skerstrate faced in place as necessary.

Upper Deck formed by extending tank deck port and starboard to ship's side with beams in way. Pump room ventilator coverings extended to 10'-6" high and suitably stayed.

Bulkheads Collision bulkhead and wing tank transverse bulkheads extended to upper deck and existing stiffening of bulkhead modified for the increased depth.

Forecastle New forecastle deck, shell and bulkhead constructed. Windlass refitted on new forecastle deck, lower pipes renewed and chain pipes extended. Openings in shell and deck on removal of existing lower pipes closed by spigot pieces welded in place. Hatch fitted to fore peak, ventilator coverings extended to new forecastle deck.

Midship Deckhouse Front Stiffeners reinforced with reverse bars between upper deck and lower bridge deck.

After Bridge Forward and after bulkheads, plating and stiffeners renewed in heavier scantlings. Side shell stiffened by fitting long intercostals and reverse bars on existing frames. Deck stiffened by additional fore and aft girders fitted under deck port and starboard, suitably fitted to the upper deck.

Deck gangway constructed between the midship deckhouse and after bridge. Lifelines are fitted between midship deckhouse and forecastle.

The alterations have been effected in accordance with the Rule requirements, the Society's letters and approved plans as used for the sister ship M.V. Geonitra. See Society's letter dated 24th Oct. 1952. Plans returned herewith.

1. Midship section
2. additional deck shell and amendments to harbour deck
3. O.T. Bulkheads, wash bulkheads and collision bulkhead
4. New forecastle deck and shell.
5. After deckhouse front and boat deck girder (i.e. Bridge fore bulkhead and bridge deck girder).
6. New aft end of after deckhouse (Bridge after bulkhead)
7. Fore and aft gangway.
8. Duct tunnel for soil pipes through No. 3. wing tank (fore aft).

Plans 6-8 had been agreed locally for sister ship Geonitra.

On completion of the alterations the following tanks were tested and proved satisfactory:- Tanks numbered from forward

Nos. 1, 2, 3 and 4 wing cargo tanks port and starboard

No. 1 centre ballast tank, fore peak tank and forward coffee tank oil fuel bunkers port and starboard.

(Contd. on Sheet 4)

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

Sheet 4.

Glossula

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

It is therefore submitted that the vessel is now eligible to be classed  $\pm 100$  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 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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