

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9-11-1946 when handed in at Local Office 11-11-1946 Port of Falmouth

No. in Survey held at Falmouth Date, First Survey 31-5-46 Last Survey 19-10-1946
Reg. Book 18677 on the Wood, Iron or Steel M.V. "ACAVUS" (No. of Visits 26)

TONNAGE: - Built at Belfast By whom Workman Clark (1928) Ltd. When 1935 1
GROSS 8010 Owners Anglo-Saxon Petroleum Co. Ltd Owners' Address ✓
UNDER DECK 7215 Managers ✓ Port belonging to London
NET 473.06

Surveyed Afloat or in Dry Dock? Name of Dock Nº 4 D.D. Destined Voyage ✓
Cell/Dor/Dba feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 10378 Port Fal

(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.

CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>*100 A. 1.</u>	<u>*L.M.C., CS 10, 43.</u>
<u>2, 46</u>	<u>10, 43</u>
<u>S.S. Fal. Nº 2-43</u>	<u>D.B.S. 2, 46</u>
<u>Oil Engine</u>	<u>T.S.C.L. 6, 44.</u>
<u>Carrying Petroleum in bulk.</u>	
	<u>OIL ENGINES</u>
	<u>CONTINUOUS SURVEY.</u>

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

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 9 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey S.S. Fal. - 10, 46 & alterations

Now done:- Vessel placed in drydock, the bottom, stern frame & rudder cleaned, examined, now satisfactory & re-coated. All cargo oil tanks, cofferdams, fore hold & tween deck, poop, bridge & fore-castle spaces, crew spaces, spaces above fore & aft peaks, machinery spaces, engine room stores & pump rooms cleaned, chipped as found necessary & the framing, transverses, beams, bulkheads, floors, keelsons, engine & auxiliary boiler bearers, tank top plating, rivets & the inner surface of the shell plating throughout the vessel examined, found or placed in satisfactory condition & re-coated where necessary. All cargo oil tanks & cofferdams tested to Rule requirements & now satisfactory.

All D.B. tanks, fore deep tank, fore & aft peak tanks & deep oil fuel bunker tanks, cleaned, scaled, where necessary, examined internally, tested to Rule requirements & now satisfactory.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>good</u>	Bulkheads <u>good</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>
Coamings <u>"</u>	Cement or Asphalt <u>good.</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>✓</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Floors <u>"</u>	Air and Sounding Pipes <u>good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>
Stringers <u>"</u>	
Inner Bottom Plating <u>"</u>	
Have the Tanks been examined internally? <u>yes</u>	
Have the Tanks been tested? <u>yes</u>	
Engine Room Skylights <u>good.</u>	Copper, or Y.M. (State if on Fell) <u>✓</u>
Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month Year <u>✓</u>
Oil Bunkers <u>"</u>	Boats <u>good</u>
Scuppers <u>"</u>	Masts, Tards, &c. <u>"</u>
Cargo Hatchways <u>"</u>	Condition, how ascertained <u>By Examination</u>
Hatches <u>"</u>	(State if wedges removed.) <u>none</u>
Planking <u>✓</u>	Equipment letter <u>Ct 28 Tays</u>
Caulking <u>✓</u>	Anchors, No. of <u>3 B 1 S.</u>
Treenails <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Breasthooks & Stemson <u>✓</u>	" length <u>300 fms</u> mean diamr. <u>2 7/8"</u>
Transoms, Pointers & Crutches <u>✓</u>	" (on board) <u>✓</u>
Timbers of Frame at openings <u>✓</u>	" Rule length <u>300 fms</u> size <u>2 7/8"</u>
" " at other places <u>✓</u>	Chain Locker <u>good</u>
Stringers, Clamps & Shelves <u>✓</u>	Hawsers & Warps <u>"</u>
Saling (State if examined.) <u>✓</u>	Standing and Running Rigging <u>"</u>
	Sails <u>✓</u>

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 in good condition & eligible in our opinion to remain as classed with fresh record of survey 10, 46 & the notation of S.S. Fal. - 10, 46 subject to the stern frame (E.W. & re-infored 1, 43, 6, 44 & previously) being specially examined at next drydocking & to permanent repairs being carried out to indented plating in way E.R. & Nº 5 wing tank (p.s.) at a convenient opportunity

Survey Fee (per Section 20) <u>S.S.</u> £ <u>46</u> : <u>10</u> : <u>0</u>	Fees applied for, <u>11</u> : <u>19</u> : <u>00</u>
Special Damage or Repair Fee (if any) (per Sec. 20) £ <u>0</u> : <u>0</u> : <u>0</u>	Received by me, <u>19</u> : <u>00</u> : <u>00</u>
Travelling Expenses (if chargeable) £ <u>0</u> : <u>0</u> : <u>0</u>	
Second Surveyor's Fee (if any) £ <u>0</u> : <u>0</u> : <u>0</u>	

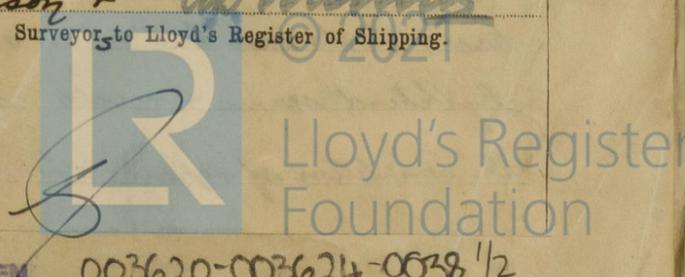
Jos. Stevenson & Ad. Morris
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 11 DEC 1946

Character Assigned

10, 46 Fal subject
S.S. Fal - 10, 46 + LMC CS 10, 46
S. 8, 46 DBS 10, 46



CERTIFICATE WRITTEN

003620-003624-0038 1/2

Lloyd's Register Foundation

S.S. Feb-10, 46 (contd.) Cargo oil pipes & connections, scupper, air, sounding & soil pipes in above spaces examined & now satisfactory. Doubling plates found or fitted under sounding pipes. Decks, casings, hatch & ventilator coamings & covers, lifeboats & general equipment examined & now satisfactory. Masts & rigging examined & now satisfactory. Anchor cables ranged, anchors & cables examined & found satisfactory. Chain locker cleaned, examined & found satisfactory. Cable end fastenings satisfactory.

Plating under side lights examined & found satisfactory. Windlass, steering gear & its connections, rudder quadrant, tiller & emergency steering gear examined & found satisfactory.

Echo sounding device castings & fittings examined & found satisfactory. Renewal Freeboard Survey carried out at this time.

Wear & tear repairs:- Shell plate S.D.3 from aft found fractured now renewed. Shell plate P.C.4 from aft renewed at this time on account of a fracture which had been E.W. previously.

Engine room double bottom oil fuel tank top, engine seating bars re-riveted, caulked & welded. Frame feet rivets cut out & renewed.

Engine room double bottom lubricating oil tank top, Port side, frame foot connecting angles re-riveted.

Nº1 Centre tank Port longitudinal bulkhead forward end in way of upper stringer connection angle, plate found fractured at toe; fracture ^{reed out &} E.W. & doubler fitted (riveted & E.W.)

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

ANCHORS.

Number of Certificate	Anchor #	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.			
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight											
	Steam											
	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	When and where tested and Superintendent
	Length	Diam.	Stain-ory	Breaking	Supplied	Per Rule	Length	Diam.			

Nº 2 & 3 Centre tanks P & S longitudinal bulkheads, Nº 6 Centre tank P longitudinal bulkhead, Nº 7 Centre tank S longitudinal bulkhead, found fractured at toe of mid deep frame connection, rivets cut out, fracture reed out & E.W., doubling plate fitted (riveted & E.W.)

Nº 2 P tank forward bulkhead, Nº 5 S tank aft bulkhead, Nº 7 P & S aft bulkheads upper & lower stringer connections to athwartships & longitudinal bulkheads, bars & rivets caulked & E.W. as found necessary. Bulkhead seams & rivets caulked.

On completion of repairs the cargo tanks were tested full of water & found tight. See Continuation Sheet.

M.V. "ACAVUS"

Wear & tear repairs (contd):-
Wood decks on bridge & poop boat deck renewed. Windlass cable lifters renewed.
Note:- Two lengths of 2 1/2" chain cable which were placed aboard the vessel for use while she was an aircraft carrier have now been returned to The Admiralty.

S.R.L. Stern frame (E.W. etc) & indented plating etc in way E.R. & Nº 5 tank examined & found efficient.

Alterations Flight deck, guns, magazines, D.G., Paravane, D.E.M.S. equipment, & aircraft fuel tanks removed & the vessel restored to its original condition, except that crew accommodation has been removed from fore-castle to poop. The vessel has been re-measured by the Ministry of Transport Surveyor - new Tonnages:- Gross 8074.39 Tons, Net 4773.06 Tons.

Geo. Stevenson

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.-If this Report is copied by Copying Press, special 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.

