

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

Date of writing Report... 18. 4. 19. 52 When handed in at Local Office... 19...

Port of... Amsterdam

No. in  
Reg. Book.

Survey held at Amsterdam

Date, First Survey

Last Survey

5 - 4 - 1952

on the Wood, Iron or Steel

"OILSTREAM" now "VRISSE"

TONNAGE

GROSS 3846

UNDER DK. 3303

NET 2110

Built at

By whom

By whom

When

When

MONTHS

Owners

Managers

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Surveyed Afloat or in Dry Dock? Both

Name of Dock

Destined Voyage

Cell DBor DBa

feet; uE &amp; B

feet; f

feet

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.

Last Report, No.

555

Port

Lor

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey and Adaptation to requirements for Carrying Oils F.P. below 150°F

Vessel placed in drydock, bottom and rudder cleaned, examined, made good and recoated. Cargo tanks (main, intermediate, deep tank and cargo hold), cofferdams, fore and aft, jumprooms, oil bunkers, fore and after peak tank and double bottom tank aft internally and striking plates under sounding pipes, poop, bridge and fore castle spaces, chain locker, decks, casings, bulwarks, railing & stoppers, masts, rigging, anchors and cables ranged, sluice valves, general equipment, main & auxiliary steering gear with connections (chains annealed), windlass, cargo hatch covers and closing appliances, ventilator coamings.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								7.4.0
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks		Ceiling		Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	
Coamings		Cement or Asphalt		Oil Bunkers		When fitted, Month	Year
Stems & Fastenings		Rudder		Scuppers		Boats	good
Outside Plating		Steering gear and its connections		Cargo Hatchways		Masts, Yards, &c.	
" " In way of sidelights		Windlass		Hatches		Condition, how ascertained	drilled and
Frames		Have pumps been examined and found efficient?	yes good	Planking		(State if wedges removed.)	
Reverse Frames		Have Sluice Valves been examined and found efficient?	yes good	Caulking		Equipment letter	CT 3825
Longitudinals		Have Watertight Doors been examined and found efficient?	yes good	Treenails		Anchors. No. of	SB 15
Transverses		Have Ventilators and their Coamings been examined and found efficient?	yes good	Breasthooks & Stemson		Cables (State if now ranged)	yes
Stems		Alr and Sounding Pipes		Transoms, Pointers & Crutches		" length	270 mean diamr. 2"
Bottom Plating		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		" Rule length	270 size 2"
Have the Tanks been examined internally?	yes			" " at other places		Chain Locker	good
Have the Tanks been tested?				Stringers, Clamps & Shelves		Hawsers & Warps	sufficient
				Salting		Standing and Running Rigging	good
				State if examined.		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."

The vessel is in a good and efficient condition and eligible in my opinion to remain as classed and to have record of docking 52 (Am) and notations of S.S. Am 4.52 and "Bulk Oil Carrier" Tanker, Oil below 150°F

Survey Fee (per Section 29) repairs fl 1585. x

Conversion fl 1400. x

Total Damage or Repair Fee (if any) (per Sec. 29)

Travelling Expenses (if chargeable) fl 89. x

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Amend class to BS Tanker - oil below 150°F

3.52 Am SS Am - 4.52 AS 4.52

with endorsement MBS 4.52 subject AS 4.52

Link with 2 certs

Fees applied for,

16.5 1952

Received by me,

19

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

CERTIFICATE WRITTEN



and covers, air and sounding pipes examined and all made in a good condition.

All cargo tanks, cofferdams, deertank, oil bunkers, settling tanks, db tanks aft and fore, after peak tanks tested  
Free board verified.

#### Repairs.

Rudder lifted, removed, sealed, stream line plates made good & doubled where necessary, pintles renewed  
Gudgeons re bushed, rudder refitted, tried over and found in good working condition.

The following deck plates of the main deck have been renewed

9.8	1 <sup>st</sup> stake abreast centre stake	N <sup>o</sup> 1, 2, 3 (partly) 4, 6, 8.
	2 <sup>nd</sup>	1, 2, 3, 4, 6
	3 <sup>rd</sup>	N <sup>o</sup> 4 (partly)
	4 <sup>th</sup>	3 & 4
9.9	1 <sup>st</sup>	N <sup>o</sup> 1, 2, 3, 5, 6, 7
	2 <sup>nd</sup>	1, 3, 4
	3 <sup>rd</sup>	4
	4 <sup>th</sup>	3

A big portion of these renewals are situated within the bridge space.

The after half of the tank top of the deertank fwd.

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.....															

\* 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 Superintendent.
	Length.	Diam.	Statio- nary.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
2913	50 1/2	2	72	100%	62-1-14				Stud link		Cardiff 25-1-52 JW Dovey.
Iron Stream Chain } or Steel Wire }											

and the complete bottom of the pumproom fwd together with portions of the fore and aft bulkhead of the cargo hold have been renewed.

Various floors and inter costals in the deertank under the boilers have been partly renewed.

Vapour pipes of cargo oil tanks and condensed vapour line for the greater part renewed and made higher in the tanks  
2 lengths of chain cable renewed, for particulars please see the above form  
P.C.C.S.

ss Vrissi in Oilstream

Adaptation to requirements for Carrying Oil below 150°F.

The accommodation on the upper deck in the bridge space has been separated from the cargo tanks below by a cofferdam of 3", made as per approved plan N<sup>o</sup> 54342 and described in accompanying Secretary's Letter.

The openings from the accommodation to the main deck and the port lights overlooking the main deck have been permanently closed and made watertight. The access to the accommodation has been made from the deck above.

The access to the store room has been made by a door opening to the main deck.

No drop valves are fitted in the summer tanks used for oil fuel and the cargo tanks.

No cargo pipe lines are fitted through the bunkers. Existing pipe lines through summer tank aft have been removed.

The sounding pipes to cargo tanks N<sup>o</sup> III frames 97 to 109 have been refitted outside the accommodation.

The ventilation of the bridge space accommodation was found adequate for the gas freeing of all spaces.

The bunker space has been enlarged by a portion of the summer tank on top 315 and the cofferdam between bunker and cargo tank has been extended through the summer tank in way. The alterations have been carried out as per plan N<sup>o</sup> 54304 (Sept. 1951).

All further requirements regarding tanks carrying petroleum in bulk (F.P. below 150°F) have been complied with.

The plans of midship section, General arrangement & shell expansion are being returned herewith.

The vessel has been sold and the name changed, for particulars please see the head of this report.