

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3rd July 1948 When handed in at Local Office 7 - JUL 1948

Port of NEWCASTLE-on-TYNE

No. in Survey held at SOUTH SHIELDS Date, First Survey 10th May 1948 Last Survey 18th June 1948
Reg. Book. SUPPLEMENT (No. of Visits 26 25)37918 on the ~~Wood, Iron or Steel~~ T.E.S. "TURBINELLUS"

TONNAGE:-

GROSS 10640

UNDER DK 9489

NET 6302

Built at PORTLAND, OREGON. By whom KAISER Co., INC.

When 1944

Owners ANGLO SAXON PETROLEUM Co., Ltd. Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock MIDDLE DOCKS & ENG. Co., Ltd. Destined Voyage

Cell DBor 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)

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. Port

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

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2 3/4 ins.

Not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, CLASSIFICATION, SPECIAL SURVEY & MODIFICATIONS

DAMAGE stated to have been caused by 1 sinking stern at New York on 10th February 1946.

2 Cause not known. Starboard side bilge keel buckled.

NOW DONE. Vessel placed in drydock, bottom and rudder cleaned and examined

REPAIRS NOW DONE DAMAGE 1 Cement box in lagarette space removed. Damaged counter plate cropped out and spigot plate fitted and electrically welded. Bolts in existing patch electrically welded. 1 stern cant frame cropped and part renewed.

DAMAGE 2 Starboard side bilge keel at forward end cropped, part removed, faired and refitted.

CLASSIFICATION AND SPECIAL SURVEY. NOW DONE. Vessel placed in drydock.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

P.T.O.

Renewed ...

Removed and Faired or Repaired ...

Faired or Repaired in place ...

See Rpt for details of repairs to counter and bilge keel.

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Belt.)	
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month	Year
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Efficient	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 by Examination (State if wedges removed.)	(No Wedges)
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	Good	Equipment letter	9 +
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking	Good	Anchors, No. of	36mm 12mm
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	Good	Cables (State if now ranged)	No
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	Good	" length 300 ft. mean diamr.	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	Good	" Rule length 330 ft. size 2 1/2 inch	
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	Good	Chain Locker	No Examination
Stringers	Good			" " at other places	Good	Hawsers & Warps	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	Good	Standing and Running Rigging	Good
Have the Tanks been examined internally	Yes			Salting (State if examined.)	Good	Sails	Good
Have the Tanks been tested?	Yes						

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 and eligible in my opinion to be classed "100 A.1.

Carrying Petroleum in Bulk" and to have record of drydocking 6, 48 and the

Notation of "S.S. Shl. 6, 48" subject to the welded seams and butts of the bottom shell up to

the upper turn of bilge being specially examined at the next docking and to repairs to the indicated

bottom plating in way No 7 centre cargo tank and to indicated

plates No 5 in 2nd and 3rd stowage below sheer (P.S.F.) and No 7in 4th below sheer (S.S.F.) at Owners' Convenience.

30 ft. of chain cable to be supplied

Alfred T. D. Sheffer

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned See minute on F.E. Rpt.

No 2 Centre tank Fracture in bhd in way of web tripping bracket at 2nd corrugation from top on forward bhd cut out and electrically welded and doubling plate fitted.

No 5 Centre tank Fracture on forward bhd at 2nd corrugation from top electrically welded and Tee angle fitted to web tripping bracket.

No 7 port side wing tank ditto at 2nd corrugation from bottom.

No 8 port wing tank. Fracture on after bhd at 3rd corrugation from top electrically welded and doubling plate fitted to bhd.

No 9 Centre tank Fracture on after bhd at 2nd corrugation from bottom electrically welded and Tee angle fitted to web tripping bracket.

Reference para 1 of the above specification all bulkhead webs were found to have slight welding distortion but none were sufficiently buckled to require stiffening and all are considered to be efficient.

Para. 4. The bulge keel has already been dealt with.

FORE PEAK. 1 Flanged tie plate (buckled) cropped and part renewed.

RUDDER. Plug welds found badly corroded (see Glasgow Rpt No 72252) rewelded.

STERN FRAME. The stub end of the stern frame at the top of the aperture was found badly corroded. This has now been built up with electric welding and protective steel doubling plates fitted.

The heating coils throughout the cargo tanks have been renewed and a total of 85 compensation angles fitted where holes have been cut in transverse for access of pipes.

A number of miscellaneous minor repairs have been carried out.

SPECIAL REASONS LIST.

No repairs have been carried out at this time to the indented keel forward, or to the indented shell plates No 5 in 2nd and 3 strokes below sheer (P.S.F) and No 7 in 4th stroke below sheer (S.S.F) all of which have been specially examined and found to remain efficient.

In addition to the above damages the following damages were noted:-

1 Collision with 3/5 HAT CREEK at Papitalai. S. Pacific on 9th March 1945.

Bow nose plating indented. Port side "M" 1, "K" 2 and "J" 2 slightly set in.

2 Collision with 3/5 SANTA BARBARA at New York on 6th Feb 1946.

Starboard side forecastle sheer No 2 plate slightly set in

3 Ice conditions at Stockholm and Gothenburg April 1947.

A number of minor indents port and starboard forward.

4 Grounding in Lake Charges 19th May 1946.

Bottom set up approximately 3" over an area approx 2'0" diameter in way of No 2 centre cargo tank.

As damages Nos 1-2-3 are of a slight nature it is recommended they be not recorded against the class of the vessel.

On account of damage 4, it is recommended repairs be carried out at Owners convenience.

EQUIPMENT. The Owners Supt. pointed out that the anchors and cables had been ranged in Glasgow in October last year (see Glasgow Rpt No 72252) and the chain locker examined, and he requested that

Contn on sheet 5

this be accepted for Special Survey. A further search was made of the ship's papers for chain cable certificates and as these could not be found it was agreed that no useful purpose would be served in again ranging the cables. It is submitted therefore that the examination of the anchors and chain cables and the chain locker carried out in Glasgow in October 1947 be accepted for Special Survey. The equipment of hawsers and warps has now been examined and found to be as follows:-

Hawser and warps	8	by 100 fths	lengths of 9" Hemp.
Stream wire	1	by 120 fths	of 5½" steel wire rope.
Towline	1	by 140 fths	of 6½" " " "
Other ropes.	2	by 120 fths	of 3¾" " " "

No certificates for the above hawsers and warps, towline, stream wire and other ropes could be found. The equipment was found to be in new condition however and are considered to be satisfactory for the equipment of the vessel.

NOTE. As the vessel is on demise charter to the Eagle Oil and Shipping Co., the Supt. of this company has requested that all correspondence, classification certificates and fees be sent to the Eagle Oil and Shipping Co. and not to the Anglo Saxon Petroleum Co. Ltd.

CH
SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.