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Lloyd's Register of Shipping.



Port Vancouver, B. C.

November 28th, 1938

This is to Certify that

A. SCOTT

the undersigned Surveyor to this Society did at the request of the Owner's Representative, survey the M.V. "BRECKELITE" 400 tons gross of Vancouver, for the purpose of ascertaining the nature and extent of damage stated to have been sustained -

- (a) by stranding at Otter Bay, Vancouver Island, on November 1st, 1938.
- (b) heavy weather and working of ship July 2nd, July 14th, and October 7th, 1938.
- (c) touching Rock at Goose Bay, Rivers Inlet, September 7th, 1938.

For farther particulars see protest and log extracts (copy attached).

DAMAGE (a)

It is reported that on November 1st, 1938, the "BRECKELITE", on a draught of 8' 6" forward and 11' 10" aft, departed from Otter Bay Wharf, North Pender Island at 6:14 p.m., and while manœuvering the vessel struck a submerged object and grounded aft.

The "BRECKELITE" swung with the tide, listed and freed herself at 6:25 p.m.

On November 3rd, 1938, while the vessel

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"BERCEELITE".

was lying at the Union Oil Company's Dock, Vancouver, the undersigned upon examination -

FOUND:

Rudder raised about 3/8" above normal position.

Bedplate of steering engine fractured.

A recommendation was made that the vessel be placed on dry dock for further examination.

The "BERCEELITE" was taken to the Owner's plant at Ioco, B. C., accompanied by the "Nanaimolite" for steering purposes, gas freed and later returned to Vancouver for dry docking, again accompanied by the "Nanaimolite".

On November 7th, 1938, while the vessel was on the marine ways at the B.C. Marine Engineers & Shipbuilders, Ltd., Vancouver, further survey was made -

FOUND:

Rudder out of alignment and over to port.
Bushing of lower gudgeon missing.
Bedplate of steering gear broken and working parts out of alignment.

Rope guard missing.

Three propeller blades bent.

Stanchion in engine room fractured.

Seams in after shell plating started, and deck plate under hand gear buckled.

RECOMMENDED:

Steering gear, hand and power, to be entirely dismantled, overhauled and tested for truth.

Rudder and upper stock to be removed from vessel, connected in shop and checked for correct alignment.

Upper carrier to be overhauled.

Bedplate of steering gear repaired and reinforced as necessary.

To be renewed.

To be faired true to pitch.

To be renewed.

To be faired and repaired.



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"BEECEBLITE".

One plate under counter fractured.

Fracture to be veed out and repaired by electric welding.

Minor leaks in Nos. 4 and 6 cargo tanks.

To be repaired by electric welding and made tight.

A specification was drawn up, dated November 7th, 1938, covering the above recommendations (copy attached).

The contract was awarded to the B. C. Marine Engineers & Shipbuilders, Ltd., and work commenced at 3:00 p.m. November 7th.

After the steering gear bedplate had been removed to the shop and checked over, it was found to be warped and repairs as originally recommended were not practical.

Also the upper rudder stock was found to be badly distorted.

A further recommendation was made including the renewal of the bedplate and the renewal of the upper stock and brass bush on same.

A supplementary specification was drawn up, dated November 15th, 1938 (copy attached).

All the repairs and renewals necessary on account of this damage have now been satisfactorily carried out and were tested on November 28th, 1938, under service conditions.

DAMAGE (b)

The "BEECEBLITE" experienced head winds and sea with westerly swell and the vessel pitching on July 2nd, 1938, also moderate sea and swell on July 14th and October 7th.



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"BEECHBLITE".

While the vessel was on dry dock for rudder repairs, a number of scattered fractures in the shell plating were discovered, which are stated to have been caused by the working of the ship in a sea way.

These fractures (22 in number) varied from a few inches in length to 3 feet, and were generally longitudinal and in way of the longitudinal channel framing in the cargo tanks.

In the case of Plate A-3, port side, counting from aft, there were a number of short fractures.

In all cases except two, the fractures did not extend through the plating.

In order to obtain proper access for the necessary repairs, it was necessary to undock the vessel and redock on higher blocks.

A specification, dated November 15th, was drawn up covering the redocking, the renewal of the after part of plate A-3, port side, and the veeing out, welding and testing of the fractures in the shell plating (copy attached).

In carrying out the renewal of part of plate A-3, it was considered advisable, owing to the limited access for welding in the fuel tank, to rivet angles to the floors and these were in turn riveted to the new plate. The butts and seams were electrically welded as before.

All the necessary repairs on account of this damage have now been carried out and the tanks satisfactorily tested.



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"BEECEBLITE".

DAMAGE (c) No damage discovered.

While the vessel was on dry dock the under water body was given two coats of Owner's Composition.

The Owners also carried out the annual inspection of sea connections and ranged the anchors and cables.

These various surveys were carried out in company with the Owner's Superintendent, Mr. S. Seymour, and Mr. T. C. Warkman, Salvage Association, London.

The "BEECEBLITE" was undocked after repairs on November 25th, 1938, and the work completed on November 26th, 1938, the vessel returning to service November 28th.

A. Scott

SURVEYOR TO LLOYD'S REGISTER.



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