

PORT of SURVEY for REPAIRS, &c.

Report..... 24th July 1920 When handed in at Local Office..... 24th July 1920 Port of Barrow-in-Furness.

Survey held at Barrow. Date, First Survey 21st Nov 1919 Last Survey 17th July 1920

on the ~~Wood, Iron or Steel Motor Steamer~~ Vessel. " Maximula. " (No. of Visits 67.) Master E. D. Goff.

NAGE:- Built at Barrow-in-Furness By whom Santa Margherita. Year MONTH

7513 Owners The Anglo-Saxon Petroleum Co. Ld. Port belonging to London.

DK 6784 Owners' Address London

4069 (if not already recorded in Appendix to Register Book).

Is the vessel ~~to~~^{at} Afloat or in Dry Dock? *Yes* Name of Dock *Barrow Dry Dock*. Destined Voyage *Bermudas*

TellDBorDBa feet; uE&B feet; f feet;
 apacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

The Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing and of the inner bottom plating, especially in the boiler space.

Report, No. _____ Port _____

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*).

CHARACTER. ✱ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
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100. A. 1. 'Carrying oil Fuel in Bulk'
(Contemplated)

Society's Freeboard (if assigned) as
maintained on Ship and now verified } 8 ft 10 1/2 ins.

the 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? *Services declined* Was a damage report made by anyone else? If so, by whom? *No*

OR EXAMINATION AS PER RULE, FOR *Damage + Classification + alterations*

done:— Vessel placed in dry dock, bottom examined after being cleaned & then
red. Rudder lifted & finished examined. Rudder & stern frame in good order. Shell
in good order with the exception that about 500 defective or corroded shell rivets
renewed in various parts of sides & bottom.

propeller brackets were stated to be working, the rivets in the external shoes having been renewed on two occasions. The whole of the connections both outside & inside were carefully examined, but nothing could be found to substantiate this statement, with the exception of a small number of the rivets in the external shoes were not perfectly sound & appeared to have been recently renewed. The external shoes were removed & the axons were electrically welded direct to the shell. The shoes were renewed of larger & heavier scantlings & extended

OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
red	...	—	—			—			
red and Faird or Repaired	...	2	—			—			
d or Repaired in place	...	2	1			1			

CONDITION OF THE		Stringers	Good	Dblg. Plates under Sounding Pipes	Solid ends	Copper, or Y.M. of Wood Vessels.
	Good.	Inner Bottom Plating	"	Engine Room Skylights	Good	(State if on felt.)
Decks	"	State if Tanks have been examined inside	Yes	Oil fuel	Good	When put on Month Year
	"	State if Tanks now tested	Yes	Bunkers, Open'gs, Lids, &c.	Good	Boats
	"	Bulkheads	Good	Scuppers	"	Masts, Yards, &c.
Openings	"	Ceiling	"	Cargo Hatchways	"	Condition, how ascertained
	"	Cement on Asphalt	"	Hatches	"	(State if wedges removed)
	"	(State which.)	"	Planking	of Wood Vessels	Sails
	"	Rudder	"	Caulking	ditto	Equipment letter
	"	Steering gear and its connections	"	Treenails	ditto	Anchors, No. of
Crutches	"	Windlass	"	Breasthooks & Stemson	ditto	Cables (State if now ranged)
	"	Have Pumps now been examined and found efficient?	See 1 st Engr's Report	Transoms, Pointers, & Crutches	ditto	" length
	"	Have Sluice Valves now been examined and found efficient?	None	Timbers of Frame at openings	ditto	" Rule length
	"	Have Watertight Doors now been examined and found efficient?	None	Ditto ditto at other places	ditto	" size
	"			Stringers, Clamps & Shelves	ditto	Hawser & Warps
	"			Sailing	ditto	Standing & Running Rigging

4. *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 survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

is vessel is now in good & efficient condition & is eligible, in my opinion
be classed & to have record of survey 5-20.

further information see, 2nd Entry Report attached

the welding of the propeller brackets to be examined at the next dry docking.

per Section 25	£	:	:	Fees applied for,
per Report Fee (if any)	£			<i>Inclusive Fee</i> 27-6-1920
per (if chargeable)	£			<i>as per</i> Received by me,
per's Fee (if any)	£			<i>Embry Report</i> 26-5-1920

Thomas S. Shube

Surveyor to Lloyd's Register of Shipping.

tee's Minute

ter Assigned

WED. AUG. 4 1950

The minute on
p. 21.

Is Certificate required? If so, to be sent to Anglo Saxon Petroleum Co. Ltd.

N. V. "Marinula" ex Santa Margherita.

forward & aft. Portions of these angle shoes were cut out, directly the arms & dovetail wedge pieces were built up both on the top side of each arm by electric welding. The shoes were afterwards welded to the arms & these wedge pieces. A Plan is enclosed showing the propeller brackets & the various attachments as originally fitted & a further plan is also enclosed showing the new external details of welding as now carried out. This arrangement is in my opinion satisfactory, but should be specially examined at the next dry-docking. It is stated to have been sustained, when on war service, but no details could be ascertained.

On the starboard side adjacent to the new forward coffer-dam, one plate in D Stake & one in E Stake, both removed, faired & replaced.

A transverse frame bracket faired in place.

Below the sheer stake at fore end No. 1 & 2 plates both faired & an outside strap fitted.

The port side summer tanks amidships on port side one transverse tank and fractured, renewed.

Work:- The forward coffer-dam dispensed with & a new coffer-dam constructed at the after end of the forward cargo hold, extending to the lower Deck.

Centre line bulkhead in the new oil tank (No. 12) abaft the forward coffer-dam; - all the lightening & other holes were filled & plated over, but it was found impossible to make this bulkhead watertight on account of the single riveted seams & the wide riveting.

The coffer-dam extended to the upper deck in way of the summer tanks.

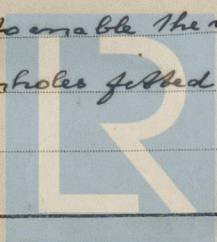
Whole of the above alterations were carried out in accordance with the plans approved for the purpose & which are enclosed.

Thomas S. Shute.

It is directed to the two O.T. Hatches (4'0" x 3'9") one on each side, abaft the lower deck space, between No. 63 & 66 frames, which were cut out on a recent occasion by the owners, in the upper deck plating.

It was pointed out to the superintendent that this was in accordance with the Committee's instructions as contained in the Secretary's Letter No. 19, addressed to the Anglo-Saxon Petroleum Co.; but he stated that on return to have the steam auxiliaries fitted, so as to enable the vessel to burn kerosene. These openings would be plated over & manholes fitted. The arrangement is in my opinion satisfactory.

T.S.S.



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