

13 JAN 1948

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31-12-1947 When handed in at Local Office 12-1-1948. Port of Swansea.

No. in Survey held at Swansea. Date, First Survey 17th Oct. '47 Last Survey 19th December, 1947.
Reg. Book 70216 on the ~~Wooly Lancer~~ Steel "OILFIELD" ex "Hovenweep". (No. of Visits 25)TONNAGE :—
GROSS 10662.
UNDER DK 9489.
NET 6323.Built at Portland, Or. By whom Kaiser Co., Inc. When 1944.
Owners Northern Petroleum Tank S.S. Co. Ltd. Owners' Address.
(If not already recorded in Appendix to Register Book).
Managers Hunting and Sons Limited. Port belonging to Newcastle.

Surveyed Afloat or in Dry Dock? Dry Dock. Name of Dock Palmers.

Destined Voyage.

Tall D B or D B a feet; u E & 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)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
Classification Contemplated.	
Fitted for oil fuel.	
Carrying petroleum in bulk.	
Society's Freeboard (if assigned) as } 9 ft. 2 3/4 ins. painted on Ship and now verified }	

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 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.

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 GENERAL EXAMINATION - CLASS CONTEMPLATED.

Now done:— Vessel placed in dry dock, bottom and rudder cleaned, examined, found in good condition and recoated.

Rudder specially examined in accordance with the requirements of Circular No. 1870 and found in order. Minor welding effected on rudder plates.

The double bottom tanks in way of machinery spaces and the fore and after peak tanks have been examined internally and tested to Rule Requirements.

All cargo tanks have been examined internally and all wing tanks tested in way of the deck and bottom strapping, now added.

The deck plating and bottom plating port and starboard has been cut and riveted, seam straps fitted to the extent shewn on, and in accordance with the approved plan and specification

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

PRESENT CONDITION OF THE

Decks Good.	Bulkheads Good. See report.	Engine Room Skylights Good.	Copper, or Y.M. (State if on felt.)
Planking of Decks "	Ceiling -	Coal Bunkers, Openings, Covers, &c. -	When fitted, Month Year
Stairways "	Cement or Asphalt -	Oil Bunkers -	Boats Good.
Stairs & Fastenings "	Rudder Good.	Scuppers Good.	Masts, Yards, &c. "
Deck Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained From deck. (State if wedges removed.)
" in way of sidelights "	Windlass "	Hatches "	Equipment letter -
Upper Frames -	Have pumps been examined and found efficient? Yes.	Planking	Anchors, No. of 3B 1S
Longitudinals Good.	Have Sluice Valves been examined and found efficient? -	Caulking	Cables (State if now ranged) Yes.
Transverses Good.	Have Watertight Doors been examined and found efficient? Yes. See report.	Treenails	" length 240 2 1/2 mean diam. 2.5/16 (on board.)
Stairs Good.	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stems	" Rule length - 330 size
Bottom Plating Good.	Air and Sounding Pipes Good.	Transoms, Pointers & Crutches	Chain Locker Good.
Have the Tanks been examined internally? See report.	Doubling Plates under Sounding Pipes Good.	Timbers of Frame at openings	Hawsers & Warps Good.
Have the Tanks been tested? report.		" at other places	Standing and Running Rigging Good.
		Stringers, Clamps & Shelves	Sails -
		Salting (State if examined.)	

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 eligible in my opinion, to be classed with record of "Examined 12,47"; to have notation of Special Survey when the survey is completed.

Survey Fee (per Section 29) Gen. Exam. £ 43 : - : - Fees applied for, 12-1-1948.
Special Damage or Repair Fee (if any) £ 75 : - : - Received by me, 10.
Selling Expenses (if chargeable) Cff. A/c 2 : 0 : 0
Surveyor's Fee (if any) £ : : :
Date and Sunday fee: £ 8 : 8 : -
Committee's Minute. LICENCE CASE. FRI. 12 MAR 1948

Surveyor to Lloyd's Register of Shipping.

Assign: - 100 A1 (Classification contemplated)
Record: - 124/5 Sws subject Examin 12.47

Lloyd's Register
Foundation

000533-008668-0141

The seam straps shown on the sides of the vessel, on the approved plan have not been fitted at this time nor has any of the heat treatment mentioned in the general section of the specification been carried out. The bottom straps were tested with 8 feet of water in the side tanks, in dry dock, and the deck straps with 8 feet head, afloat, and found or made tight.

and found or made tight. Precautions were taken by sights on deck and suitable ballasting to avoid deformation of the structure when the vessel lay afloat for completion of the deck seam strapping. Machinery spaces, peaks and pump room examined, chain cables ranged, anchors and chain locker examined. Particulars of the anchors and chain cable taken from the Certificates on board.

Masts, rigging and general equipment, steel hatch covers, and fastenings, ventilators, air and sounding pipes and covers, main and auxilliary steering gear, windlass, pumps, water tight doors examined and found or placed in order.

Freeboard assignment survey held and loadline marks verified on the vessel's sides.

To complete the Special Survey in accordance with Circular No. 1871 the following items to be dealt with:-

items to be dealt with:-
All main ² cargo tanks and deep tanks to be tested after hard spots i.e. connections of the longitudinal bulkheads to the transverse bulkheads and at the endings of tripping brackets fitted to the deep webs on the transverse bulkheads have been dealt with.

The remaining requirements of Special Survey "B" to be complied with generally excepting examination of bottom in dry dock, internal examination and testing of fore peak tank, after peak tank and double bottom tanks in machinery space.

The Owners propose to defer the fitting of extended tee bars at hard points until the Special Survey.

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

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.

[illegible]

A number of minor leaks were found on various bulkheads and dealt with, chiefly at ends of deep tank tripping brackets.

No cracks were found in the floors of the main transverses such as were found in the similar vessel "Chaco Canyon" (now "THALLEPUS"), under survey at the same time.

There is a hinged water tight door fitted in No. 25 water tight bulkhead, between main and auxilliary engine rooms, at engine room floor level and operated from that level.

11. B.—If this Report is copied by Copying Press, especial 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,

If Stockless, state Mechanical Test.

NAME _____

THE CANTONERS

FBI 23 APR 1948

✓ FILED 23 APR 1948
AS NOT SUBJED (amended)

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