

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

Date of writing Report 2nd, June 47

When handed in at Local Office 10 JUN 1947

Port of LONDON

No. in Survey held at LONDON

Date, First Survey 29th, May, 1946

Last Survey 25 MARCH

1947

Reg. Book. 70557 on the ~~Wood, Iron or Steel~~ S.S. 'CEFN-y-BRYN'

(No. of Visits 69)

TONNAGE :—  
GROSS 5124  
UNDER DK. 4604  
NET 3040

Built at BURNISLAND

By whom BURNISLAND S.B. CO. LTD

When 1939

MONTH 8

Owners COOK SHIPPING CO. LTD.,

Owners' Address —

Managers JERSEY UNITED SHIPPING CO. LTD.,

(If not already recorded in Appendix to Register Book)

Afloat

Royal Victoria &amp; West India Docks.

Port belonging to JERSEY

Surveyed Afloat or in Dry Dock in Drydock Name of Dock Millwall Dock.

Destined Voyage —

Cell DBor DBa feet; uE & B. feet; f. feet }  
total capacity tons. FPT tons; APT tons; MT. 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. 3118 Port 91B

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

CHARACTER.	Machinery and Boiler
* for Special Survey.	Surveyors
Date of last Survey and of Periodical Surveys.	(Including date of N.B., if any).
† 100.A.1.	† L.M.C. 8,39
With freeboard	B.S. 9,45
2,45	(T.S.) C.L. 5,44
Examined 9,45	

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 To Owners

Superintendent Not required

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

Society's Freeboard (if assigned) as 3 ft. 2 1/2 ins. painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, FREEBOARD RENEWAL, ALTERATIONS, DAMAGE I.

Stated to have been caused by vessel grounding on Outer Dousing Bank on the 10th, March, 1940.

DAMAGE II Stated to have been caused by collision with the S.S. 'BEACONSFIELD' on the 17th, April, 1941.

DAMAGE III Stated to have been caused by vessel grounding at Freetown on 10th, June, 1942.

DAMAGE IV Stated to have been caused by collision with the S.S. 'CHARLES B. CORNACK' on the 11th, January, 1943.

DAMAGE V. Stated to have been caused by collision with the S.S. 'EASTERN CITY' at Oran on 17th, February, 1943.

DAMAGE VI Stated to have been caused by collision with the S.S. 'SCYTHIA' on 18th, May, 1944.

DAMAGE VII Stated to have been caused by grounding on 10th, April, 1944.

P.T.O.

## SUMMARY OF DAMAGE REPAIRS :—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ...	11	2		2 & 5 Partly				
Removed and Faired or Repaired	101	92 & 40 PLY	4 PLY	9	13 & 7 PLY.	3		Please see report.
Faired or Repaired in place ...	55	11		12		3		

## PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks -do-	Ceiling -do-	Coal Bunkers, Openings, Covers, &c. -do-	When fitted, Month Year
Coamings -do-	Cement Coatings -do-	Oil Bunkers -do-	Boats Good
Beams & Fastenings -do-	Rudder -do-	Scuppers -do-	Masts, Yards, &c. -do-
Outside Plating -do-	Steering gear and its connections -do-	Cargo Hatchways -do-	Condition, how ascertained By examination
" " in way of sidelights Good	Windlass -do-	Hatches -do-	(State if wedges removed.)
Frames -do-	Have pumps been examined and found efficient? Yes. Good	Planking -do-	Equipment letter at 2
Reverse Frames -do-	Have Sluice Valves been examined and found efficient? -	Caulking -do-	Anchors, No. of 3 bower, 1 stream
Longitudinals -	Have Watertight Doors been examined and found efficient? Yes. Good	Treenails -do-	Cables (State if now ranged) Yes
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes. Good	Breasthooks & Stemson -do-	" length 270 F mean diamr. 2"
Floors Good	Air and Sounding Pipes Good	Transoms, Pointers & Crutches -do-	" Rule length 270 F size 2"
Keelsons -do-	Doubling Plates under Sounding Pipes -do-	Timbers of Frame at openings -do-	Chain Locker Good
Stringers -do-		" " at other places -do-	Hawsers & Warps Sufficient
Inner Bottom Plating -do-		Stringers, Clamps & Shelves -do-	Standing and Running Rigging Good
Have the Tanks been examined internally? Yes		Salting -do-	Sails -
Have the Tanks been tested? Yes		State if examined.	

## 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."

This vessel, in our opinion is eligible to be continued as classed with fresh record of survey 4,47 and to have the notation of s.s. Lon. 4,47 with notation of 'Fitted oil fuel 4,47 flash point above 150° F.' made in the Register Book. All items attached to the vessel's class in No.85 Special Reasons List to be deleted.

Survey Fee (per Section 29) S. 5 36 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29) 157 : 10 : -

Received by me,

Travelling Expenses (if chargeable) ALTHS 31 : 10 : -

Second Surveyor's Fee (if any) :

Committee's Minute

Character Assigned

Note on

S.S. 47

FRI. 22 AUG 1947

3,47 Lon. without oil Cond. (H+M)

S.S. Lon. - 3,47 + 4th 3,47

Fitted oil fuel 3,47, F.P. above 150° F.

Surveyors to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

CERTIFICATE WRITTEN.

008734-008742-004016



on the

00402/

Alex. M. Jenkins

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to flow through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

10m,11,39. (MADE AND PRINTED IN ENGLAND)



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'CEFN-Y-BRYN'

Additional manholes cut in tank top for access to new cofferdam, and fitted with oil tight manhole covers. New 3.1/2" dia. air pipes and 1.1/2" dia. sounding pipes fitted to suit the new arrangement. New sounding pipes in stokehold, engineroom and tunnel fitted with self closing weighted cocks. Gauge covers fitted at air pipe openings from oil fuel tanks. Ceiling on tank top in Nos. 2,3,4 and 5 holds removed and on completion of tank testing re-laid on 2" wood battens except in No.4. hold which has been converted for flooding as ballast. The single riveted seams in the tank top in No.4. hold have been welded. The conversion carried out to approved plans and specification herewith attached.

ALTERATION IVADDITIONAL WATER BALLAST

Means of carrying additional water ballast due to oil fuel conversion now fitted by arranging to flood No.4. hold to tunnel top. Suction pipes P.&S. led from ballast line in tunnel as per approved plan attached. Tank top ceiling secured in place.

DAMAGE PERMANENT REPAIRS:-

DAMAGE I Previously dealt with. The bottom set up and rivets in frames thro' floors sheared. A new line of holes drilled in floors or bracket floors to suit the set up bottom and frames re-riveted to floors and bracket floors.

NOW DONE:-

Floor plates, bracket floor plates and intercostals where drilled and re-riveted to suit the set up bottom now removed and renewed where considered necessary, floors etc., only slightly out of line released a number of rivet holes welded up, reamered and re-riveted. Due to damages overlapping the repairs have been dealt with as a whole and includes the bottom plating in Damage I.

ALL DAMAGE REPAIRS:- NOW DONE:- SHELL PLATING NUMBERED FROM FORWARD:-

KEEL PLATES:- Nos. 2,5,6,8, and 16 removed, faired and refitted. Nos. 4,7,10,11, 12,13,14 and 15 faired in place.

'A' Port side Nos. 4,6,7,13,14,17 and 18 removed, faired and refitted.

Nos. 3,9,11 and 12 faired in place.

'B' " " Nos. 4 and 7 removed, faired and refitted.

Nos. 9,10 and 13 faired in place.

'C' " " Nos. 7,11,12,13 and 14 removed, faired and refitted.

No.9. faired in place.

'D' " " No.10 removed, faired and refitted. No.8. faired in place.

'F' " " No.9,11 and 14 removed, faired and refitted. No.8. faired in place.

'G' " " Nos. 8,9,10,11,12,13,14 and 15 removed, faired and refitted.  
No.16 faired in place and No.7. renewed.

'H' " " Nos. 5,6,8,9,10,11,12,16 and 17 removed, faired and refitted.

Nos. 7,13,14 and 15 renewed.

'J' " " Nos. 5,6,7,8,9,10,13 and 15 removed, faired and refitted.

No.11 and 12 faired in place and Nos. 14 and 16 renewed.

'K' " " Nos. 16 and 17 removed, faired and refitted. No.15 faired in place.

*Alec M. Jenkins*

*G. Little*



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'CEFN-Y-BRYN'

'A' Starbd. side:- Nos. 3,4,5,6,7,8,9,11,12,13,14,15,16,17,18 and 19 removed, faired and refitted. No.10 faired in place.

'B' " " Nos. 1,2,3,4,10,11,14 and 15 removed, faired and refitted.  
Nos. 5,6,9,12 and 13 faired in place.

'C' " " Nos. 5,6,7,8,13,14,15 and 17 removed, faired and refitted.  
Nos. 9 and 12 faired in place and No.16 renewed.

'D' " " Nos. 4,5,8,10,11,12 and 13 removed, faired and refitted.  
Nos. 2,3,6 and 9 faired in place.

'E' " " No.12 removed, faired and refitted.  
Nos. 7,8,9,10,13,14,15 and 16 faired in place. No.11 renewed.

'F' " " Nos. 9,10 and 12 faired in place.

'G' " " Nos. 6,7, and 9 removed, faired and refitted. No.12 renewed.

'H' " " Nos. 5,6 and 11 removed, faired and refitted. Nos. 7 and 9 faired in place.

'J' " " Nos. 6 and 12 removed, faired and refitted. Nos. 8 and 9 faired in place. No.5. renewed.

'K' " " No.13 removed, faired and refitted. No.12 faired in place.

'L' " " Nos. 21 and 22 removed, faired and refitted. Nos. 16,23 and 24 faired in place.

BOTTOM FRAMES ON SOLID FLOORS:-

No.25,26,30,34,38,88,90 starbd. side removed, faired and refitted and 109 starbd. side faired in place. 121, 122, 123 and 124 port side cropped, part renewed.

On Bracket Floors, Nos. 27,28,29,31,32,33,35,36,37,50,51,52,54,55,56,58,59,60,62, 63,89,110,111,112 starbd. side cropped, part removed, faired and refitted.

27,28,29,31,32,33,51,56,58,114,115,116,119,120 port side cropped, part removed, faired and refitted. 106,107,108 port side faired in place.

Solid Floors 25,34,88,90 starbd. side removed, faired and refitted, 26,30 renewed, 109,113,117 starbd. side cropped and part renewed. 117 and 121 port side cropped and part renewed.

Bracket Floor inboard brackets:- 27,28 and 29 starbd. side also 27,28 and 29 outboard brackets starbd. side repaired by welding up additional rivet holes. 31,32,33,35,36 and 37 inboard brackets starbd. side faired in place.

Nos. 114,155,116,119,120 port side removed, faired and refitted. Additional rivet holes welded up.

Reverse frame on solid floor No.34 starbd. side cropped, part removed, faired and refitted.

Reverse frames on bracket floors Nos. 35,36,37 starbd. side cropped, part removed, faired and refitted.

Channel struts on Bracket floors Nos. 35,36,37,39,40,41,51,52,54,55 and 56 starbd. side removed, faired and refitted. Nos. 118,119,120 port side renewed. Nos. 114,115, 116,119 and 120 port side removed, faired and refitted. Nos. 106,107,108,110,111,112 starbd. side renewed.

Intercostal bottom bars removed, faired and refitted where buckled. Intercostal plates faired in place where buckled.



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'CEFN-Y-BRYN'

Side Framing Main Frames, Port side Nos. 42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,65,66,67,68,70,71,72,73,74,75,76,77,78,79,80,81,82,89,90,91,92,95,96,97,103,104,108,109,110,111,112,113,114,115,116,117,118,119,120,121,122,123,124,125,126,127,128,129,134,135 removed, faired and refitted. Nos. 62 and 63 renewed.

Main Frames Starbd. side 81,82 removed, faired and refitted, Nos. 116,117,118,131,132,134 and 135 faired in place. Nos. 136 and 137 cropped, part removed, faired and refitted.

'Tween deck frames port side Nos. 42,44,46,48,50,52,54,56,58,60,62 and 64 removed, faired and refitted.

'Tween deck frame No.81 starbd. side removed, faired and refitted.

W.T. Bulkheads No.38 port and starbd. wing plates removed, faired and refitted, boundary bars cropped and part renewed. No.64 port side wing plate removed, faired and refitted, starbd. side wing plate cropped and part renewed. Boundary bars port and starbd. removed, faired and refitted. No.69 port side wing plate and boundary bar removed, faired and refitted. No.83 port side wing plate and boundary bar removed, faired and refitted, starbd. side wing plate renewed, boundary bar faired in place. No.93 port side wing plate and boundary bar removed, faired and refitted, starbd. side wing plate faired in place. Boundary bar cropped and part renewed. No.133 port and starbd. wing plates and boundary bars removed, faired and refitted. Note:- (Boundary bars are not counted as frames in summary of repairs).

Shelter Deck. Beam Knees 13 Beam knees (p.s.) faired in place. Stringer angle at after quarter (s.s.) faired in place.

Second Deck Plating in No.4. 'tween deck, port side Two stringer plates released and faired in place. Three deck plates in way removed, faired and refitted.

Second deck beams in No.4. hold port side Nos. 58,59,60,61,62,63 and 64 cropped, part removed, faired and refitted. Half beams Nos. 45,46,47,48,49,50,51,52,53,54,55,56 and 57 removed, faired and refitted. Beam Knees - 83 faired in place.

Bulwarks etc.,

Bulwarks starbd. side forward. One bulwark plate released and faired in place.

Sheerstrake plate in way faired in place. Shelter deck stringer plate in way faired in place. Stringer angle cropped, part removed, faired and refitted.

Bulwarks, etc., starbd. side amidships abreast saloon house, one bulwark plate removed, faired and refitted, rail bar in way removed, faired and refitted, one flanged plate stay and one channel stay and stiffener in way removed, faired and refitted.

One bulwark door in way removed, faired and refitted.

Bulwark etc., starbd. side abreast fiddley casing. Two bulwark plates released and faired in place, rail bar in way cropped, part removed, faired and refitted. One boat deck support in way removed, faired and refitted. Sheerstrake plate in way faired in place at top edge.

GUARD RAILS:- Starbd. side aft, bent removed, faired and refitted.

BILGE KEELS:- port and starbd. removed, faired and refitted where buckled and removed and refitted as necessary in way of shell repairs.

ASH CHUTE:- Bottom section of ash chute and shell doubler removed, faired and refitted.

*Alec M. Jenkins*

*E. J. Allen*



'CEFN-Y-BRYN'

RUDDER AND STERN FRAME:- Rudder unshipped. Stern frame gudgeons tried for alignment. The three bottom gudgeons slightly out of line, cleaned out and bushes renewed, to bring gudgeons into line. Bottom pintle renewed remainder of pintles, liners renewed. On completion of repairs steering gear tried and found satisfactory.

ANCHOR:- The port anchor damaged, sent to Makers, repaired, re-tested and refitted for particulars of test see page 2 of this report.

MASTS AND RIGGING:- Wood topmasts removed and new steel topmast fitted.

Mast mountings from wood topmast fitted on steel topmast. All standing rigging overhauled, see Rigger's report attached.

TESTING:- Peak tanks and all double bottom tanks, bilge and ballast suction, heating coils in double bottom tanks all tested to Rule requirements, and found or made tight.

CEMENTING:- Cement fillets in double bottom tanks renewed where found broken and renewed in way of bottom repairs. Cement frame chocks throughout renewed as found necessary on completion of repairs. Peak tanks and ballast tanks re-cement washed.

PAINTING:- The steel work throughout touched up and re-coated bottom and rudder re-coated on completion of repairs.

Alterations in Register Book: Fitted for oil fuel 4,47 F.P. above 150<sup>0</sup> F. to be inserted.

SPECIAL REASONS LIST:- Indented bottom and side shell plating (p.&s.) etc., to be dealt with also permanent repairs (leakage in way of after tank and tunnel recess) and to shell plating, bunker bulkhead and in way of ash chute (s.s.) first opportunity. Slight leakage in shell at upper turn (solid ballast) of bilge in No.2. hold (p.s.) also into bilge in side bunker (p.s.) in E.R. to be permanently repaired at first opportunity. Set in side shell plating etc., (p.s.) to be examined at Casablanca before loading and dealt with on arrival U.K. All now permanently repaired may be deleted from the Special Reasons List.

*Alex. H. Jenkins. - E. Lake*