

30 JUN 1947

No. 115161

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd, June 47 When handed in at Local Office 10 JUN 1947 Port of LONDON

No. in Reg. Book 70557 Survey held at LONDON Date, First Survey 29th, May, 1946 Last Survey 25 MARCH 1947
on the ~~Wood, Iron or Steel~~ S.S. 'CEFN-y-BRYN' (No. of Visits 69)

TONNAGE: — Built at BURNTISLAND By whom BURNTISLAND S.B. CO. LTD When 1939 MONTH 8
GROSS 5124 Owners COOK SHIPPING CO. LTD., Owners' Address —
UNDER DK. 4604 Managers JERSEY UNITED SHIPPING CO. LTD., (If not already recorded in Appendix to Register Book)
NET 3040 Afloat Royal Victoria & 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.

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

| CHARACTER. | Machinery and Boiler 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 | |

N.B. — All alterations in the existing records should be underlined.

Last Report, No. 3118 Port 91B

(Periodical Surveys, when held, must be reported in detail and serialim 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 To Owners

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

Superintendent Not required

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

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. CORMACK' 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 | | | | } Please see report. |
| Removed and Faired or Repaired | 101 | 92 & 40 PLY | 4 PLY | 9 | 13 & 7 PLY | 3 | | |
| 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 or Asphal. -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 (State if wedges removed.) |
| " " in way of sidelights Good | Windlass -do- | Hatches -do- | Equipment letter at 2" |
| Frames -do- | Have pumps been examined and found efficient? Yes. Good | Planking | Anchors, No. of 3 bower, 1 stream |
| Reverse Frames -do- | Have Sluice Valves been examined and found efficient? - | Caulking | Cables (State if now ranged) Yes |
| Longitudinals - | Have Watertight Doors been examined and found efficient? Yes. Good | Treenails | " length 270 F mean diamr. 2" |
| Transverses - | Have Ventilators and their Coamings been examined and found efficient? Yes. Good | Breasthooks & Stemson | " Rule length 270 F size 2" |
| Floors Good | Air and Sounding Pipes Good | Transoms, Pointers & Crutches | Chain Locker Good |
| Keelsons -do- | Doubling Plates under Sounding Pipes -do- | Timbers of Frame at openings | Hawsers & Warps Sufficient |
| Stringers -do- | | " " at other places | Standing and Running Rigging Good |
| Inner Bottom Plating -do- | | Stringers, Clamps & Shelves | Sails |
| Have the Tanks been examined internally? Yes | | Salting (State if examined.) | |
| 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, 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.S. £ 36 : 0 : 0 Fees applied for, 10 JUN 1947

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

Travelling Expenses (if chargeable) ALTHS £ 31 : 10 : - Received by me, Alex. M. Jenkins

Second Surveyor's Fee (if any) £ : : -

Committee's Minutes note draft date FRI. 22 AUG 1947

Character Assigned 3,47 Lon. without spl. Cond. (H & M)

note on S.S. Lon - 3,47 + dnl 3,47 fitted for oil fuel 3,47, F.P. above 150° F.

Surveyors to Lloyd's Register of Shipping.

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CERTIFICATE WRITTEN.

008734-008742-0040 1/2

Has a Survey been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

YES. NOW.

Is Certificate required? If so, to be sent to

Jenkins

DAMAGE VIII Stated to have been caused on Operations for 'D' Day 6th, June, 1944 - 28th, July, 1944, grounding on invasion beaches.

DAMAGE 9 Stated to have been caused by vessel bumping on a wreck used as a Quay at Naples on 24th, January, 1946.

DAMAGE 10 Stated to have been caused by vessel ranging at Algiers on 26th, September, 1945.

DAMAGE 11 Stated to have been caused by vessel ranging at Naples on 9th and 10th, November, 1945.

DAMAGE 12 Stated to have been caused by vessel ranging against Quay Wall at Beirut on 22nd and 23rd, January, 1946.

NOW DONE:- SPECIAL SURVEY AND FREEBOARD RENEWAL.

Vessel in drydock, bottom and rudder cleaned, scaled and examined. Rudder lifted, cables ranged, anchors and cables examined. Fore peak tank, after peak tank and all double bottom tanks, cleaned, scaled and examined internally. Peak spaces, chain locker, all cargo holds and 'tween deck spaces, bunkers, engine and boiler room, structure under boilers and engine, shaft tunnel, tunnel well ash chute, cruiser stern and rudder trunk scaled, cleaned and examined. Decks, hatchways, beams, cleats, hatches, tarpaulins and battening down arrangements, casings, deck houses, companion ways, skylights, fiddley openings and covers, ventilators, air and sounding pipes scuppers, sanitary discharges, masts and rigging and general equipment examined. Steam windlass and steam telemotor steering gear dismantled, examined, re-assembled on completion of overhaul, tried under power and found satisfactory. Watertight doors examined, overhauled, tried and found satisfactory. All freeboard items

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

REPAIRED ANCHORS RE-TESTED.

| 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 | qrs. | lbs. | | | | | Cwts. | qrs. |
| 26181 | 1st Bower | 67 | 0 | 19 | - | - | - | 52 | 5 | 0 | 0 | 12 | 1 | 0 | Byer's Improved | Sunderland 23.9.46. F.W. Dovey. |
| | 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.

CHAIN CABLES.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | Length and size per rule. | | Description. | Makers of Cables. | Where and when tested and Superintendent. |
|---------------------------------|---------------------------|-------|-----------------------|-----------|------------------------|-----------|---------------------------|-------|--------------|-------------------|---|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | | | |
| | | | | | | | | | | | |
| Iron Stream Chain or Steel Wire | | | | | | | | | | | |

examined, found or placed in good condition, freeboard marks verified. Reports C.11(c), C.12(a) and C.11(Cont) completed. New Load Line Certificates issued.

WEAR AND TEAR REPAIRS

Windlass and steering gear overhauled, W.T. doors freed and overhauled, hatch covers and tarpaulins, renewed as found necessary, battening bars renewed as found necessary. Two hatchway beams removed, faired and refitted. Other repairs of a minor nature completed.

Alex. H. Jenkins

S.S. 'CEFN-Y-BRYN'

ALTERATION I:-

GUNNERS ACCOMMODATION.

The steel companionway on shelter deck forward of machinery casing and escape scuttle on shelter deck to port of boiler casing now removed and openings in deck closed with welded closing plates. Two 12" dia. side scuttles port side and three 12" dia. side scuttles starbd. side in No.3. shelter 'tween decks removed and openings in shell closed with riveted spigot closing plates. One 2.1/2" dia. sanitary overboard discharge port side in No.3. shelter 'tween deck removed and opening in shell closed with welded spigot closing plate. One 6" dia. cowl ventilator on shelter deck port side of boiler casing removed and opening in deck closed with welded closing plate.

ALTERATION II:-

OPENING SHELTER 'TWEEN DECKS.

The tonnage hatchway opened and fitted with temporary wood covers. The welded closing plates on the tonnage openings in all bulkheads in shelter 'tween decks fitted when the vessel was converted to a closed shelter deck type now removed and the openings fitted with hook bolted steel closing plates. The existing scuppers, port and starbd. sides draining the shelter 'tween decks to the hold bilges at the forward end of No.1. hold and at the after end of the aftermost (No.5.) hold now fitted with screw down valves at the deck openings, valves controlled from above the shelter deck and fitted with indicators. Self closing weighted cocks now fitted at the bottom ends of scupper pipes draining the shelter 'tween decks to the machinery space bilges. All other scupper pipes draining the shelter 'tween decks to the hold bilges now removed and openings at deck closed with welded closing plates. The existing 5" dia. overboard scuppers in the tonnage well port and starbd. and their controls now overhauled and placed in good condition. All second deck hatchway coamings supports, covers, tarpaulins and battening down arrangements examined and found or made to Rule requirements. The openings in the machinery casings in the shelter 'tween decks have sills and closing appliances in accordance with the Rules.

ALTERATION III:-

OIL FUEL INSTALLATION.

The vessel converted from burning coal to oil as fuel for burning in the boiler furnaces and made convertible from oil to coal burning. Please see Machinery Report for settling tanks, suction, heating coils and oil burning installation pumps, piping etc. The flash point of oil fuel to be not less than 150° F. Nos. 2,5 and 6 double bottom tanks converted for the carriage of oil fuel. No.2. double bottom tank divided into two tanks by making solid floor No.105 a tank division, holes in floor frame and reverse frame ends and joggling at seams closed with welding and welded closing plates as necessary. Additional manholes cut in the tank top to suit the new arrangement and fitted with oil tight cover plates. The centre girder in No.2 and 5 double bottom tank made oil tight by closing all openings in centre girder and caulking and welding boundary angles as necessary. Solid floor No.65 made oil tight to form cofferdam between Nos. 4 and 5 double bottom tanks in a similar manner as in floor No.105. Additional vertical stiffeners fitted on solid floors Nos. 105 and 65 now forming tank divisions.

Alex. H. Jenkins + C. L. L. L.

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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. Gauze 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, reamed 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. 114,115,116,119,120 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 Flating 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.

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'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^o 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. W. Jenkins. E. L. L. L.



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