

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

Date of writing Report 17. 2. 1949 When handed in at Local Office 17. 2. 1949 Port of LAGOS  
 No. in Reg. Book. 7094 Survey held at LAGOS Date, First Survey 3. 1. 49 Last Survey 16. 2. 1949  
 on the Wood, Iron or Steel S. S. TEMARA (No. of Visits 10)  
 TONNAGE:— Built at Dartmouth By whom Philip & Son, Ltd. When 1925 Month 1  
 Gross 1033 Owners Socony Vacuum Transportation Co. Ltd. Owners' Address —  
 Under Dk. 814 (if not already recorded in Appendix to Register Book).  
 Net 516 Managers — Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Lagos Dry Dock Destined Voyage —  
 Cell DBor DBa — feet — uE & B — feet — feet — feet — feet  
 total capacity — 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. 151 Port Lgs.

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 Condition, Annual Freeboard Survey and Repairs.

The vessel was placed on the Floating Dry Dock, the bottom, keel and rudder were cleaned, examined, found or placed in good condition and coated.

Decks, hatchways, ventilator coverings, casings, anchors and cables (ranged), steering gear, windlass and general equipment examined and found or placed in good condition.

The cargo tanks were generally examined internally and it was found that the tank coamings, shell plating at the bottom and several beams, stiffeners, brackets and stringers in each tank were somewhat wasted and distorted. It is recommended that the tanks be scaled, specially examined and these parts dealt with at the next dry-docking, in the meantime they are considered to be efficient.

S. R. L. The indented shell plating was specially examined and found to remain efficient.

The Deck plates (P. & S) were renewed at this time. It is recommended that this item be deleted from the 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 .. .. .											
Removed and Faired or Repaired .. .. .											
Faired or Repaired in place .. .. .											

PRESENT CONDITION OF THE		Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	—
Decks	Good	Ceiling	—	Coal Bunkers, Openings, Covers, etc.	—	(State if on Felt.)	—
Caulking of Decks	Good	Cement or Asphalt	—	Oil Bunkers	—	When fitted, Month	— Year —
Coamings	See Rpt.	Rudder	Good	Scuppers	Good	Boats	Good
Beams and Fastenings	See Rpt.	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Windlass	Good	Hatches	Good	Condition, how ascertained	From Deck
" " in way of sidelights	—	Have pumps been examined and found efficient?	not examined	Planking	—	(State if wedges removed.)	—
Frames	See Rpt.	Have Sluice Valves been examined and found efficient?	not exam	Caulking	—	Equipment letter	m
Reverse Frames	"	Have watertight doors been examined and found efficient?	not exam	Treenails	—	Anchors, No. of	3 B 1 S
Longitudinals	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes
Transverses	"	Have Sounding Pipes	Good	Transoms, Pointers & Crutches	—	" length	210 mean diamr 1 7/16
Doors	"	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	(on board)	210 size 1 7/16
Belsons	"			" " at other places	—	" Rule length	— size —
Stringers	"			Stringers, Clamps & Shelves	—	Chain Locker	Good
Inner Bottom Plating	—			Salting	—	Hawsers and Warps	Good
Have the Tanks been examined internally?	Cargo Tank Yes			(State if examined.)	—	Standing and Running Rigging	Good
Have the Tanks been tested?	Nos. 1 & 2 Yes					Sails	—

General Observations, Opinion as to Class, Recommendation, etc.:—

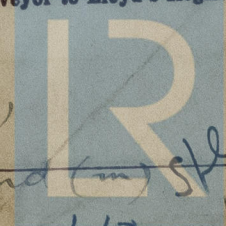
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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, in my opinion, eligible to be retained as at present classed with fresh record of survey 1.49; subject to all cargo tanks being scaled internally, specially examined and defective structure dealt with at the next dry-docking and as previously recommended.

By Fee (per Section 29) Condition Rprs. £ 36 : 15 : 0  
 al Damage or Repair Fee (if any) £ : :  
 (per Sec. 29)  
 Selling Expenses (if chargeable) £ 1 : 10 : 0  
 d Surveyor's Fee (if any) £ : :  
 FRI. 1 APR 1949

Fees applied for,  
17. 2. 1949  
 Received by me,  
19

John Howarth  
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation



Special Reasons List.

45 fathoms of new anchor cable which had been placed on board recently were examined and verified with the certificates. Please see below for details.

REPAIRS W. & T. 4 deck plates 2 port and 2 starbd abreast of Nos.1 and 2 tank coamings were renewed. 9 deck beams and brackets in way (8 port and 1 starbd) were renewed.

The cargo tank coamings were doubled at the bottom where wasted for 75% of their length.

The cargo tank coaming top was doubled locally in two places where holed and wasted.

One centreline bulkhead stiffener in No.2 port tank was part renewed.

The rudder was lifted and rebushed.

A number of wasted coffin plate rivets were welded on the points.

Shell plate B5 (P.S) was locally doubled where wasted and holed.

The steering chains were part renewed and all brought up to rule size.

Other repairs of a minor nature were carried out at this time.

The repairs were carried out satisfactorily and Nos.1 and 2 cargo tanks tested and found to be tight.

The vessel's spare steering chains were used for replacement and no spares remain on board.

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

ANCHORS.

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.

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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
74356	151	1 7/16	37-2	55-12	16-3-24	16-3	-	1 7/16	Stud	-	12/8/47
74360	151 1/6	"	-2-0	-2-0	16-3-22	"	-	"	Link	-	CRADLEY HEATH
74352	151	"			16-3-24	"	-	"			W. V. NORMAN
Iron Stream Chain or Steel Wire..											

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

TUES. 24 MAY 1948

As now embodied  
(with endorsement)

(Note: awaiting reply)

FRI 3 JUN 1948

As now embodied  
(with endorsement)

Write



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