

6 JUN 1950

No. 107345

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report June 1st 1950 When handed in at Local Office 5 JUN 1950 Port of NEWCASTLE-ON-TYNE

No. in Survey held at North Shields Date, First Survey March 6th. Last Survey May 11th. 1950
Reg. Book. (No. of Visits 16)

20683 on the Wood, Iron or Steel S.S. "OAKBY"

TONNAGE:—

GROSS 7140

UNDER DK. 6735

NET 4383

Built at Portland, Me.

By whom Todd-Bath Iron S.B. Corp.

YEAR

MONTH

1942

6

Owners Repner Shipping Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Managers

Port belonging to West Hartlepool

Surveyed Afloat or in Dry Dock? Both Name of Dock Smiths Dock Co. Ltd. Destined Voyage

Cell DBor DBa feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT. feet. 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. 2273 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.

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 SPECIAL SURVEY & ALTERATIONS.

SPECIAL SURVEY -

How done - Vessel placed in dry-dock, bottom sides and middle cleared examined & treated. Rudder lifted, anchors and cables ranged and examined.

The holds, tween decks, peak bunkers, engine and boiler spaces cleared, ceiling removed as required. Steelwork examined throughout scaled and coated as necessary. It was not considered necessary to dull the shell plating at this time. Plating in way of sidelights examined. All double bottom tanks, deep tanks, fore and after peak tanks and fresh water tanks examined internally and tested. The decks, chain lockers, masts & rigging (up to attached) hatch coamings, covers and supports, tarpaulins, cleats and battering arrangements, ventilator coamings and covers, steering gear and auxiliary gear, windlass, hand pumps,

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								(see over)
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.		(State if on Foot)	
Paintings	"	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month	Year
Seams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	by exam.
Frames	"	Have pumps been examined and found efficient?	good	Planking		(State if wedges removed.)	at none
Reverse Frames		Have Sluice Valves been examined and found efficient?	good	Caulking		Equipment letter	at
Longitudinals		Have Watertight Doors been examined and found efficient?	good	Treenails		Anchors, No. of	3 B. 1st.
Transverses		Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stemson		Cables (State if now ranged)	yes
Doors	good	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		" length 270f. mean diam. 2 5/16"-2 3/4"	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length 270f. size 2 5/16"	
Ringers	"			" " at other places		Chain Locker	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawser & Warps	sufficient
Have the Tanks been examined internally?	yes			Salting		Standing and Running Rigging	good
Have the Tanks been tested?	yes					Sails	

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 remain as classed with fresh record of dry-docking 3/50 and to have the notation S.S. Shl. 5/50 and is now eligible to have the notation in the Register Book - "Fitted for 600 Fuel 5/50 T.P. above 150°F"

Survey Fee (per Section 29)	£ 49 : 0 : 0	Fees applied for,	
Alterations & O.F. Conversion	£ 25 : 0 : 0	5 JUN 1950	
Special Damage or Repair Fee (if any) (per Sec. 29)		Received by me,	
Travelling Expenses (if chargeable)	£ :	19	
Second Surveyor's Fee (if any)	£ :		

Committee's Minute.

Character Assigned

3.50 Shl without opl ckn. (with endorsements)

SS Shl - 550 + LMC 5,50
Fitted for oil fuel 5,50 FP above 150°F.

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

"OAKBY"

Sheet 4

cont.

Port and starb. settling tanks have been constructed above the recess in the bulkhead at the forward end of the Boiler Room. Cofferdams have been provided at the forward and after end of No. 6 D.B. Tank by making watertight nos 97 and 107 floors.

The conversion has been carried out in accordance with the Rule requirements including Section 20 clause 12, and Section XX clause 3, the Secretary's letters and the approved plans. The plan showing the arrangements in way of the newly constructed settling tanks is returned herewith.

The port and starb. settling tanks, double bottom tanks, and the heating coils in the settling tanks and oil-fuel double bottom tanks tested on completion and all proved satisfactory.

It is therefore submitted that the vessel is now eligible to have the notation in the Register Book - "Fitted for Oil Fuel 5/50 F.P. above 150°F"

In connection with the conversion the following alterations have also been made to the vessel at this time -

The ash shoot has been removed and the openings in the shell and decks have been suitably closed. The pocket bunkers have been removed and the hatches to these bunkers have been removed and the openings in the second deck have been plated over. The doors in the boiler casing, at the second deck level have now been permanently closed, and the saddleback opening has now been converted into a galley coal bunker.

Watertight Bulkheads - The watertight bulkhead at the forward end of the cross bunker (Fr. 81) has been removed, and the wing portions utilised for the construction of the new stokehold bulkhead at Fr. 88. The existing non-watertight stokehold bulkhead (Fr. 88), and the cross bunker tunnel have been dispensed with, together with the watertight tween deck bulkhead at Fr. 81. This latter bulkhead has been replaced by a new watertight bulkhead constructed at Fr. 88.

Extra stiffening has been fitted to the hatch side girders, hatch end beams, and structure in way of these alterations, in accordance with the approved plan, which is returned herewith.

Rudder Steady Bearing - at the request of the owner's diaphragm stiffening plates have been fitted in way of this bearing at this time.

Special Reasons that -

The wing bottom plating has now been dealt with and it is submitted that this item be now deleted from the list.

Bilge plating port and starb. examined and no signs of active pitting or corrosion observed at this time.

(see Sheet 5)

" OAKBY "

Sheet 5

cont.

Endorsements - Stem plating and saloon front plating examined and found to remain efficient. The Owners stated that they did not wish to effect repairs to these items and as the damages are of minor consequence it is submitted that they be deleted from the list.

Centre line bulkhead at the forward end of No. 1 Hold examined and found to remain efficient, no repairs effected at this time. It was noted that the centre line bulkhead at the forward end of No. 3 Hold was also buckled. The Owners stated that they did not wish to effect repairs at this time and it is recommended that repairs be effected at Owners convenience and the item entered as an endorsement.

Shell - It was noted that the following shell plates, numbered from forward were either locally indented or slightly set in - Port E. 5, F. 5, G. 8. 15, and Starb. E. 2, 3, 4, 5, 14, F. 4, 5, 15, G. 4, 5. The Owners stated that they did not wish to effect repairs at this time, and as they are not considered to affect the seaworthiness of the vessel it is recommended that permanent repairs be effected to these plates at Owners convenience and the item entered as an endorsement.

Docking date - Vessel undocked 24th. March 1950

W. D. D.

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.



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