

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23. 1. 53 When handed in at Local Office 23. 1. 53 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at Wallsend Date, First Survey 5. 1. 53 Last Survey 10. 1. 19 53
 Reg. Book. 67904 on the Wood, Iron or Steel M.V. LYRIA (No. of Visits 3)

67904
68606

Built at Belfast By whom Harland & Wolff Ltd. When 1946 6 MONTHS
 Owners Anglo Persian Petroleum Co. Ltd. Owners' Address (It not already recorded in Appendix to Register Book)
 Managers London Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Swan Hunter's Quay Destined Voyage ✓
 Cell/D/Bor/D/Boa feet; uE & B. feet; f. fe
 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. 4010 Port Ceo

(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

Society's Freeboard (if assigned) as has Verifications.
 painted on Ship and now verified

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

OIL ENGINES
CONTINUOUS SURVEY.

REPAIRS, OR EXAMINATION AS PER RULE, FOR REPAIRS

Vessel afloat, examined fracture stem plates in 2nd & 3rd stretches below sheer part and starboard (Stem plates in 3rd below has also been fractured previously - see Rep. No. 109905 dated 10/52). Examined internally fore peak tank.

REPAIRS:- Stem plates in 3rd stretch below sheer part and starboard doubled full depth from stem bar to the 2nd frame from stem, the doublings extending to the 2nd below, above fore peak tank top at which level the plates had fractures.
fractures in shell plates wept out and welded, penetrating through to doubling plates. (See over)

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>not examined</u>	<u>In No. 1 Centre Efficient</u>	<u>not examined</u>	(State if on Feet)
Caulking of Decks	<u>not examined</u>	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings		Oil Bunkers	Boats <u>not examined</u>
Beams & Fastenings <u>way of F.P.T. Efficient</u>	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating <u>way of F.P.T. Efficient</u>	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained
" " <u>in way of sidelights not ok</u>	Windlass	Hatches	(State if wedges removed.)
Frames <u>In F.P.T. Good</u>	Have pumps been examined and found efficient? <u>no</u>	Planking	Equipment letter <u>at</u>
Reverse Frames	Have Sluice Valves been examined and found efficient? <u>none</u>	Caulking	Anchors, No. of <u>38-15.</u>
Longitudinals <u>In No. 1 Centre Tank Efficient</u>	Have Watertight Doors been examined and found efficient? <u>none</u>	Treenails	Cables (State if now ranged) <u>no</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient? <u>no</u>	Breasthooks & Stems	" length <u>270</u> mean <u>25/16</u>
Floors	Air and Sounding Pipes <u>not examined</u>	Transoms, Pointers & Crutches	" Rule length <u>270</u> size <u>25/16</u>
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker <u>not examined</u>
Stringers		" " at other places	Hawsers & Warps
Inner Bottom Plating <u>not examined</u>		Stringers, Clamps & Shelves	Standing and Running Rigging
Have the Tanks been examined internally? <u>only</u>		Salting	Sails <u>none.</u>
Have the Tanks been tested? <u>only</u>		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 so far as now seen is shipable in my opinion to remain as classed without fresh record of survey subject to the washed cargo tank structure being renewed by 7.53 homogeneous cargoes of petroleum being carried between cofferdams and Pump Rooms new and also to stem plates in 2nd & 3rd stretches below sheer (fractures & doubled) being permanently dealt with at the Special Survey. Indorsement of Class (C) as previously recommended.

Survey Fee (per Section 23)	£	:	:	Fees applied for, <u>26 JAN 1953</u>
Special Damage or Repair Fee (if any) (per Sec. 23)	£	15	0	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

W. Simpson
 Surveyor to Lloyd's Register of Shipping.

FRI 13 FEB 1953

Committee's Minute

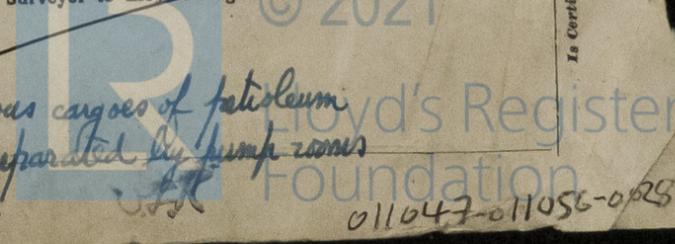
Character Assigned: Amend class to: +100A1 Carrying homogeneous cargoes of petroleum in bulk (3 grades separated by pump rooms and cofferdams).
Write Out and: As now, subject (with Indorsement)

REPAIRS

No

110125

Is Certificate required? If so, to be sent to



011047-011056-01025

REPAIRS (CONT'D)

A breast loop fitted mid way between F.P. tank top and upper stringer in peak tank, extended to the first frame abaft stem.

For peak tank vessel on completion of repairs with satisfactory results.

DOMESTIC DEEPS AFT :- After bulkhead in Vamsom space framed at point of centre line keel at bottom.

Brake cut back, doubling fitted to bulkhead, frame in plating used and welded, penetrating through to doubling plate. Brake rewelded to doubling.

Tank's water vessel and found satisfactory.

S.R. LIST

In accordance with Bureau Repair No. 4010 dated 12/52 the No. 1 Centre Cargo Tank longitudinal bulkheads were specially examined and the previously effected repairs were considered efficient.

It was arranged with the Owners Representative, however, that due to the internal condition of all cargo tank structure as reported No. Rpt No. 109908 dated 10/52,

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: 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.

and the defects now arisen in No. 1 tank, that the Special Survey should be held not later than July 1953 and only homogeneous petroleum vapors be carried between Cofferdams and Pump Rooms meantime.

Handwritten signature and date 23.1.53.

2021 SURVEYOR TO LLOYD'S REGISTER, NEWCASTLE-ON-TYNE. Lloyd's Register Foundation

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.