

Rpt. 8.

BC Ship

REC'D NEW YORK

(Received at London Office)

No. 9673 BC

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th June 1952 When landed in at Local Office 26/6/1952 Port of Baltimore, Maryland

No. in Reg. Book Survey held at Baltimore, Maryland Date, First Survey 15th May Last Survey 29th May 1952 (No. of Visits 11)

on the Wood, Iron or Steel S. S. "PINNACLES"

TONNAGE:—

GROSS 10641

UNDER DK. 9469

NET 6465

Built at Portland, Or.

By whom Kaiser Co. Inc.

When 1941

Owners Deep Sea Tankers, Ltd.

Owners' Address

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

Managers

Port belonging to Montreal

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Key Highway 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. 9394 Port BAL

(Periodical Surveys, when held, must be reported in detail and verbatim 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 not required

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.		Machinery and Boiler Surveys (including date of N.B., if any).
BS Tanker	5.51	MBS 1.48
ssJck	1.48	Blr.S. 5.51
A.S.	5.51	TS(CL) 5.51
Oils - F.P. below 150° F.		
Elec. welded.		

Society's Freeboard (if assigned) as 9 ft. 2 3/4 ins.
painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? Salvage Assn. London

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Reinforcement and Special and Annual Surveys

Vessel placed in drydock, bottom and rudder cleaned, examined, placed in good condition and coated. Cables ranged and examined.

Damage stated to have been sustained through:- (1) striking pier at Cordon, 26th May 1951, (2) encountering heavy weather on 7th and 8th January, 1952 on voyage from Puerto La Cruz to Portland, (3) encountering heavy weather on 17th, 18th and 19th February, 1952 on voyage from Cordon to Portland.

Damage repairs:- (1) Striking at Cordon - 2 shell plates (Nos. 3 & 4 in 3rd strake below sheer, p.s.f.) renewed. 3 shell plates (No. 5 in 3rd and Nos. 3 & 4 in 4th strakes below sheer) faired in place. 5 longitudinal frames removed faired and refitted, 3 brackets renewed, repairs tested and proven tight. (2) Heavy weather 7th and 8th January, 1952- 2 sections of guard rail, 7 deck pipe guards, 7 glasses circles renewed, other minor items repaired. (3) Heavy weather 17th, 18th, 19th February, 1952 - 4 shell plates (F2, G3, H3(ssf): A5 psf) renewed. 2 shell plates

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	PTO
Renewed	6	-	-	-	-	-	-	-	-
Removed and Faired or Repaired	5	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	5	-	-	-	-	-	66 small fractures in bulkheads.	-

PRESENT CONDITION OF THE

Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling "	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement or Asphalt "	Oil Bunkers good	Boats good
Beams & Fastenings "	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating "	Steering gear and its connections "	Cargo Hatchways good	Condition, how ascertained exam. aloft (State if wedges removed.)
" " in way of sidelights "	Windlass "	Hatches good	Equipment letter
Frames "	Have pumps been examined and found efficient? yes	Planking "	Anchors, No. of 3B 1S yes
Reverse Frames "	Have Sluice Valves been examined and found efficient? "	Caulking "	Cables (State if now ranged) 2 5/16
Longitudinals good	Have Watertight Doors been examined and found efficient? yes	Treenails "	" length 300 mean diam.
Transverses "	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson "	" Rule length size
Floors "	Air and Sounding Pipes good	Transoms, Pointers & Crutches "	Chain Locker good
Keelsons "	Doubling Plates under Sounding Pipes good	Timbers of Frame at openings "	Hawsers & Warps sufficient
Stringers "		" " at other places "	Standing and Running Rigging good
Inner Bottom Plating "		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 being now in good and efficient condition appears worthy to remain as classed BS Tanker with record of Drydocking Bal. 5.52, notation of Special Survey Bal. 5.52 and Annual Survey 5.52.

Survey Fee (per Section 29)	S.S.	630.00
	Damage	380.00
Special Damage or Repair Fee (if any) (per Sec. 29) Alt. & Rprs.		350.00
Travelling Expenses (if chargeable)		10.00
Late fees		40.00
Second Surveyor's Fee (if any)		11.50

Fees applied for,

26/6/1952

Received by me,

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Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned V. 5.2 Bal. ss Bal. V. 5.2 A.S. 5.2

M.B.S. 5.51 Blr.S. V. 5.2 T.S. 5.52

5.51

map 5.52

S.O.N.Y.K 15.5.52

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2500-7-51

(The Surveyors are requested not

Is Certificate required? If so, to be sent to

Reinforcement:- Bottom shell plating- 2 plate straps (lp and ls) 67" wide x 1" thick rivetted to bottom shell plating, positioned from 2 ft. forward of bulkhead 50 to 2 ft. aft of bulkhead 68 and transversely from 5.7 ft. to 11.5 ft. p & s sides of centre line, width of straps reduced at ends. All in accordance with Bethlehem Steel Co.'s approved Drwg. No. 35722. Bilge keels- Welded bilge keels replaced with fabricated keels of T section, double rivetted to shell as shown in Bethlehem Steel Co.'s approved Drwg. No. 35720. Deck Girders- Wing tanks Upper deck I beam longitudinal girders, 30" x 15" - 25 ft. p & s of centre line, one in each wing tank, connected to deck longitudinal beam above in the two after transverse frame spaces in each tank between bulkheads 50 and 65 with 1/2" x 19" filler plates welded to top flange of "I" beam and to side of longitudinal deck beam above (note - similar connection exists in the forward transverse frame spaces) ✓ Centre Tanks - the 30" x 15" "I" beam longitudinal deck girders, 10' p & s sides of centre line connected to deck plating above by removing deck longitudinal above and fitting 6" x 6" x 1/2" angle double rivetted to deck plating with 1/2" filler plate welded to top flange of "I" beams and to side of new deck angle between bulkheads 50 and 68, in accordance with approved Bethlehem Steel Co.'s drawing No. 35721.

Now done for Special Survey B and Annual Survey:- Examined: Vessel and rudder in drydock, cargo tanks with plating in way of suction, cofferdams, bunkers fore and after peak tanks, forward deep tanks, double bottom tanks in machinery space, pump rooms, decks, storerooms, machinery spaces and structure under boilers, plating in way of sidelights, hatchways, ventilators, watertight doors, and closing appliances, air and sounding pipes with striking plates, windlass, pumps, steering gear and controls, anchor cables, chain locker, masts, rigging and general equipment. Freeboard verified.

- Tested:- all cargo tanks, cofferdams, bunkers, forward deep tanks, forward and after peak tanks and double bottom tanks.

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																

If Patent state name of Patent.

U.S. GOVERNMENT PRINTING OFFICE: 1877.

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

CHAIN CABLES.

[illegible]

Repairs due to Wear and Tear:- 2 sections of deck guard rail renewed.

1 top foremast stay turnbuckle renewed.

A number of minor items on deck made good.