

REPORT OF SURVEY FOR

Date of writing Report Nov. 17 1952 When handed in at Local Office Nov. 18 1952 Port of

No. in Reg. Book Survey held at HOBOKEN, N.J. Date, First Survey Oct

51075 on the Wood, Iron or Steel M.V. BRITAMSEA (No. of Visits)

TONNAGE:-

GROSS 8238

UNDER DK 7571

NET 4929

Built at Gothenburg By whom A/B Gotaverken

Owners Skibs A/S ~~Consort~~ also Owners' Address

Managers Skibs A/S also United Shipping (if not already recorded in Appendix to

Port belonging to OSLO

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. 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. 4396 Port Bos

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Particulars of Classification (which must be 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).
+ 100 A1	+ LMC CS 2.50
1.52	DES 4.51
ss L.An. 9.48	ISCLn 3.51
Carrying petroleum in bulk.	

Society's Freeboard (if assigned) as }
painted on Ship and now verified } ft. ins.
OIL ENGINES

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION for postponement of S.S. and special

examination in accordance with extract from London Memo. dated 28th May 1952 relating to
"Transversely Framed Tankers over 400 ft. in length"NOW DONE for Vessel placed in drydock, shell and rudder cleaned, examined and coated.
GENERAL EXAMINATION.)

All cargo tanks, cofferdams, pump rooms, forward and after peak tanks, machinery spaces, structures under boilers, decks, casings, ventilators, hatchways and closing appliances.
General equipment steering gear and windlass generally examined or as required.

The steering gear was opened and examined throughout. (PTO)

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

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Fels.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings Good	Cement or Asphalt	Oil Bunkers	Boats Good
Beams & Fastenings Good	Rudder Good	Scuppers	Masts, Yards, &c. Good
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches Good	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps stated sufficient
Stringers		" " at other places	Standing and Running Rigging efficient
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 is in our opinion in a fit condition to remain as classed and have fresh record of Drydocking 10.52, subject to stern frame (SS)(F.W. 2.50 and 4.51), being specially examined at next drydocking.

Survey Fee (per Section 29) DD% Rprs \$240.

Special Damage or Repair Fee (if any) Late \$ 40.

Travelling Expenses (if chargeable) \$ 5.

Second Surveyor's Fee (if any) \$

Fees applied for,

Nov. 28 1952

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

A.W. Coates & Self

Committee's Minute

Character Assigned

Deferred for SS.

10.52 - N.Y.K. Subject

Deferred for comp. CS.

OBS. 5.52

TUES 20 JAN 1953

Econside Indag

Write Oim

(with case)

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to.

All cargo tanks were tested to the top deck forward and after peak tank tested

to full head and proven tight.

The oil fuel bunker tanks could not be examined at this time as the tanks contained fuel.

REPAIRS, WEAR & TEAR.

Shell rivets approx. 425 found wasted at the points upper

Seam "D" strake in way of No. 2 port wing tank removed and renewed.

45 Scattered shell rivets in way of starboard bunker wing tank caulked.

Cargo Tanks.

Fractures at the junction of longitudinal girders shell and longitudinal bulkheads and thwartship shell plates, rivets removed, fractures veed out and welded and a bracket 24"x 24" x 3/8" fitted under and riveted in way of the following locations. No. 2 Port tank top girder, 1 bracket middle girder, 7 brackets lower girder 1 .

No. 2 Starboard tank top girder, 2 bracket middle girder, 5 brackets lower girder 1.

No. 3 Port tank top girder 3 bracket middle girder 7 brackets lower girder 0.

No. 3 Stbd. tank top girder 1 bracket middle girder 4 brackets lower girder 1.

No. 4 Port tank top girder 5.

No. 4 Starboard tank top girder 2 brackets middle girder 1.

Fractured top longitudinal girder on outboard forward end of No. 2 Starboard
girder cracked and part renewed, also thwartship shell plate cropped and part
renewed, properly riveted and welded.

As a result of testing the tank approx. 50 scattered shell rivets and 15 ft. seam caulked. Approx. 200 scattered bulkhead rivets caulked and 30 ft. seam caulked.

Pumprooms bulkheads 50 scattered rivets and 30 ft seam caulked.

Forward and after cofferdams 60 scattered rivets and 25 ft.seam caulked.

After peak tank after bulkhead. 3 doublers fitted over wasted area and 110 rivets caulked and welded.

No. 1 Centre and No. 2 Stbd. hatch lids and coaming stiffeners found wasted and removed and renewed.

Bronze Bull gear for steering engine renewed.

Upper rudder start bearing bushing renewed.

S.R.L. 119 Stern frame (ss) E.W. examined and found satisfactory.

NOW DONE FOR SPECIAL EXAMINATION. (See London cables and correspondence Oct.&Nov.1952),

With the vessel in drydock the shell, decks and all cargo tanks including cofferdams and pumprooms carefully examined in accordance with instructions and the structure generally found in good condition with no evidence of "working" or buckling of deck or shell, or grooving at the heels of framing members.

Some pitting was found in the bottom shell and horizontal girders in the cargo tanks but this was of a minor nature and did not require attention at this time. (PTO)

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Test.

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

FRI 23 JAN 1953

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the cargo tanks
Lloyd's Register
ime. (PTO)
Foundation

Fractures were found at the junction of the horizontal girders and shelf plates in the side cargo tanks and these have been dealt with under "Wear & Tear" Repairs. Shell and deck plating drilled as shown on attached sheet. The question of fitting at this time, two rows of intercostal girders to the upper deck amidships for half length ~~at this time~~ was discussed with the Owner's Representatives but they requested in view of their cargo commitments that this strengthening should be deferred until the Special Survey.

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