

NOV -7 1940

No. 115078

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

Date of writing Report 19... When handed in at Local Office 19... Port of  
No. in Survey held at BIRKENHEAD Date, First Survey 15/10/40 Last Survey 25/10/1940  
Reg. Book. 71288 on the Wood, Iron or Steel M.V. BRITISH SCIENCE

TONNAGE Built at Newcastle By whom Palmer's Cold. When 1931  
GROSS 7138 Owners British Tanker Cold. Owners Address  
UNDER DK 6391 Managers Port belonging to London  
NET 472

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Cammell Laird Destined Voyage  
Cell/Dor/Dba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT tons. feet tons.  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 9939 Port Fal

CHARACTER.	Machinery and Boiler
Special Survey.	Surveys
Damage Survey.	(Including date of N.B. if any).
Periodical Surveys.	
+10041	+LMC 4.35
Examined 4.40.	D.B.S. 10.39
SS. SLD N° 1-35	T.S. (C) 4.40
	Oil eng
	Carrying petroleum in bulk

Special Surveys, when held, must be reported in detail and in the terms of the Rules and items remaining to be completed 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 affecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined.

Yes to Supt — not required. Was a damage report made by anyone else? if so, by whom? Not known

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE and Special General Examination.

Damage stated to have been caused by:

1. Cause not stated
2. Contact with Water boat at Sierra Leone. 6/9/40
3. Contact with Bunker Dock at 12/10/40

essel afloat. — (Tanks numbered from forward)

Damage ①  
Shell plating P side in way of N° 2 & 3 summer tanks somewhat set in and longitudinal bracket somewhat distorted, the interior caulking has been overhauled.  
P.T.O.

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Good	Part exam' good	Good	(State if on Felt.)
ing of Decks	Ceiling	Openings, Covers, &c.	When fitted, Month Year
ings	Cement or Asphalt Part exam' good	Oil Bunkers	Boats
& Fastenings Part exam' good	Rudder	Scuppers	Masts, Yards, &c. Good
Plating good	Steering gear and its connections Good	Cargo Hatchways	Condition, how ascertained from deck
in way of sidelights	Windlass	Hatches	(State if wedges removed.)
Part exam' good	Have pumps been examined and found efficient? No	Planking	Equipment letter
se Frames	Have Sluice Valves been examined and found efficient? Yes	Caulking	Anchors, No. of 3-1
udinals	Have Watertight Doors been examined and found efficient? Yes	Treenails	Cables (State if now ranged) No
verses	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	length (on board) mean diamr. Yes
ons	Have Doubling Plates under Sounding Pipes	Transoms, Pointers & Crutches	Rule length size Yes
ers	Air and Sounding Pipes	Timbers of Frame at openings	Chain Locker Yes
Bottom Plating	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Hawsers & Warps Yes
the Tanks been examined internally as up		Salting (State if examined.)	Standing and Running Rigging Yes
the Tanks been tested? No up			Sails Yes

## General Observations, Opinion as to Class, Recommendation, &amp;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."

The vessel is in my opinion in a fit condition to remain as classed for a period of 6 months and to have a notation of Examined 10.40 subject to indicated shell plating &c SS. in way of N° 1 & 2 tanks, & to indicated shell plating &c P side in way of N° 2 & 3 summer tanks being dealt with at owner's convenience. Part of SS. N° 2 has previously been carried out.

Survey Fee (see Section 20)	£ 12 : 0 : 0	Fees applied for, 4 NOV 1940
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 5 : 5 : 0	Received by me, Alfred Skay
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

Deferred for Completion  
Special Survey No. 2 but

D.B.S. 10.40. Assigned notation of 'EXAMINED 10.40'. E.P.H.

Surveyor to Lloyd's Register of Shipping.

18 FEB 1941

Deferred

10041

4.40 Fal



Damage ③ :- Shell plating star side in way Nos 1 & 2 main cargo tank set in and bulkhead plating and bulkhead shell has buckled also top 4 longitudinals (shell) and brackets. — the riveting and caulking internally and externally has been overhauled. (half)

It is recommended that repairs to damages ① & ③ be dealt with at owner's convenience.

See also Report Falmouth N<sup>o</sup> 9939.

After peak tank tested (above waterline)  
Wear & Tear Repair: Outer plating 5' (slightly fractured) & Vee'd out & welded  
outer plating 1 side (fractured about 18") Vee'd out & welded and doubled

ANCHORS.

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

[illegible]

Fore hatch lid overhauled. - about 5 or 6 papers in 22 or parallel track.  
A few minor repairs carried out. - about 2 or 3 papers in 22 or parallel track.

S.R.L. :- Nothing done at the time to Special Survey N-2.

TUE. 22 APR 1941

Deferred  
till one 2

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