

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report May 20 1941 When handed in at Local Office May 20 1941 Port of New York
No. in Survey held at Hoboken, N. J. Date, First Survey May 6 Last Survey May 15 1941
Reg. Book. 21252 on the Wood, Iron or Steel S. S. British Captain (No. of Visits 3)

TONNAGE:- Built at Newcastle By whom Palmer's Co. Ltd. When 1923 272
GROSS 6968 Owners British Tanker Co. Ltd Owners' Address London
UNDER DECK 6472 Managers Port belonging to London
NET 4073

Surveyed Afloat or in Dry Dock? Both Name of Dock Tietzen & Lang Destined Voyage
Cell/D/Bor/D/BA feet; u/E&B feet; f feet
total capacity tons. FPT tons; APT tons; MT 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. 10,451 Port Mch

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Bolts Surveys (Including date of N.B., if any).
<u>1100A1, H-39</u>	<u>M.S. 2.34</u>
<u>Examined 4.40</u>	<u>B.S. 4.39</u>
<u>5.41</u>	<u>5.40</u>
<u>Carrying petroleum</u>	<u>TS OG 8.37</u>
<u>in bulk.</u>	<u>Fitted for F.O. 2.23.</u>
<u>SS Feb No 3-6-35</u>	<u>F.P. above 150°F.</u>

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 painted on Ship and now verified 6 ft. 6 ins.

Was a damage report made by anyone else? if so, by whom? Exd. 4.40-9

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination.

how Done:- Vessel placed in D.D. the bottom keel and rudder cleaned, examined
General Examination made of F.O. bunkers, structure under boilers, fore and after peak tanks, machinery space, decks, casings, ventilators, hatchways and closing appliances, general equipment, steering gear and windlass.
All cargo and Summer tanks, cofferdams, pump rooms. Anchors and cables examined
W & J. Repairs: All leaky rivets and shell leaks in cargo tanks made tight. Doubblers fitted and welded in shell plates in #1 Cargo tanks P+S, and #5 cargo tank-S. Renewed main top mast, minor repairs effected. Freeboard verified.
S.R.L. Internal examination of all cargo tanks (corrosion):- Exd. bottom plating + riveting in all main cargo tanks (corrosion) nothing done at this time.

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		Other Items:-	
Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights. <u>Good</u>	Copper, or Y.M. (state if on belt.)
Caulking of Decks <u>Good</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>Good</u>	When fitted, Month Year
Coamings <u>Good</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>✓</u>	Rudder <u>Good</u>	Scuppers <u>✓</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained. <u>From deck</u>
" " in way of sidelights. <u>✓</u>	Windlass <u>Good</u>	Hatches <u>✓</u>	(State if wedges removed.)
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking <u>✓</u>	Equipment letter <u>67</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>4</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	Cables (State if now ranged) <u>yes 3/8"</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	" length <u>300</u> mean diamr. <u>2 3/8"</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Brutches <u>✓</u>	" Rule length <u>300</u> size <u>2 1/16"</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Chain Locker <u>Good</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Hawsers & Warps <u>Good</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally? <u>yes</u>		Salting (State if examined.) <u>✓</u>	Sails <u>✓</u>
Have the Tanks been tested? <u>see report</u>			

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 my opinion in a fit condition to remain as classed for a period of 12 months and to have a notation of Examined 5-41 subject to Ex. of bottom plating and riveting in all main cargo tanks by May 1942 at latest.

Survey Fee (per Section 29) <u>Docking</u>	\$ <u>75</u> $\frac{25}{100}$	Fees applied for, JUN 6 1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute
Character Assigned 100A1 carrying Petroleum in bulk. Fitted for oil fuel 2,23 F.P. above 150°F. Subject EXAMINED 5.41. N.Y. B.S. 5.41. T.S. 5.41.

NEW YORK JUN 2 - 1941

J. A. Moore
Surveyor to Lloyd's Register of Shipping.

This Report is required to be written on or adapted to the form prescribed in the Rules and is to be sent to the Registrar of Shipping.

This Certificate is required to be written on or adapted to the form prescribed in the Rules and is to be sent to the Registrar of Shipping.

1172-0167-012

16 JUL 1941

Port of New York

Continuation of Report No. 41153 dated May 20, 1941 on the

S. S. British Captain.

as plating and rivetting continues efficient meantime. However further examination should be carried out by May 1942 at latest.

Bottom of all tanks tested by flooding after repairs to a depth of 15 feet and found or made tight.

J. A. Moore.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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