

COPY.

CTN 3400A

Lloyd's Register of Shipping.



Port Diego-Suarez, MADAGASCAR.

4th Oct. 1943.

This is to Certify that

CHARLES RITCHIE

the undersigned Surveyor to this Society did at the request of The Owners, Messrs British Tanker Co., survey the M.V. "British Loyalty", 6993 tons gross, of London, whilst afloat at Diego-Suarez on 18th July 1943, and subsequently, for the purpose of inspecting the completion of essential repairs to the Vessel necessary for latter's sea-worthiness, prior to her being towed from this port to another base for use as a resident oiler.

Further to the Damage Report submitted by the undersigned from Diego Suarez, dated 20th June 1943, the following is the additional list of permanent and temporary repairs, alterations and improvisations now effected at Diego Suarez since that date:-

1. Engine Room and Stokehold Casings:

All buckled and torn plating removed in way of engine room and stokehold skylights, and these compartments now enclosed by fitting plating and skylight panels by electric welding.

2. Engine Room Stiffening

Three H beams fitted transversely above level of main thrust in engine room as stiffeners to join temporary repairs on port side of hull to stbd. ship's side, with gusset plates by electric welding. These three H beams were now fastened together by fitting H beams longitudinally at centre line of ship by welding.

3. Scrap:

Most of the heavy scrap and debris now removed from engine room, with exception of three damaged cylinders laying at starbd. forward end. These cylinders were now lashed in position with heavy cable to overhead beams and shored with cement columns.

4. Fore Hold:

Fore hold space cleaned out and now filled with coal.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

5. Ford.Gofferdam:

Thoroughly scraped down, cleaned, and cement washed, and now in use as a fresh water tank.

6. P. & S. Summer Tanks.

The Nos. 1 Port and Starbd Summer Tanks have now been scraped and cleaned down with paraffin for use as compartments for storage of oil distinct from furnace fuel. Blanks have been fitted in way of drop valves to main tanks. Both tanks have been tested and several leaking rivets in Port tank have now been set up. The steam driven oil fuel transfer pump from Ford. pump room has been erected on Fore deck and the necessary suction and delivery pipes have been led from the P. & S. Summer Tanks to the pump; and steam and exhaust pipes have been connected from pump to deck steam lines.

7. Gas Lines:

One length of line has been taken from after end of ship and fitted to gas lines from P. & S. Summer Tanks to foremast gas exhaust range. Several blanks have been fitted to isolate the line.

8. After Peak Tank.

Cleaned out and temporary repairs made to damaged bulkhead by fitting large cement box at bottom part. Under test the cement box failed; and insufficient time was left to complete further repairs.

9. Electric Lighting:

Ford. and amidships accommodation, poop decks, and stokehold all re-wired and electric fittings renewed. These circuits were tested out and found in order when Vessel was supplied with shore energy whilst berthed at dry dock.

10. Life Saving Equipment

One steel life boat (dinghy) completely overhauled and refitted with all gear, falls, chocks, etc. and placed on board.

Two life rafts (ex R.F.A. "Olynthus") now repaired with all equipment and skids and placed on board.

11. Domestic Tank:

One hand pump fitted on Poop deck, stbd. side, for domestic fresh water tank.

12. Crews' Galley:

One new galley range now fitted complete and cemented in place in crews' galley.

13. Hotwell Tank:

Suction pipes repaired and division plates renewed.

14. CO2 Machine

found wrecked so badly and there being no spares obtainable locally, it was not found possible to make the plant a working proposition.



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15. Distorted Plates:

Several torn plates on port side of engine room now cut away, as were also exhaust waste heat pipes in engine room and stokehold.

16. Dynamo:

The electrical end of dynamo has been sent to Simonstown for repairs. The steam end has already been overhauled.

17. Aux. Steam Condenser:

On account of shortage of tubes the aux. steam condenser is not yet in use; and the cargo pumps are still operating under atmospheric exhaust condition.

18. Cables.

Towing cables were now fitted on board.

19. Rudder:

Was lashed in position with emergency block and tackle; and is slightly set over to stbd.

20. Accommodation Ladder:

This ladder has now renewed and fitted on board.

The Vessel was now taken in tow by two ocean-going tugs and proceeded to her new base.

C. Little

Act. Surveyor to Lloyd's Register,



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