

NEWCASTLE-on-TYNE

344.57 on the ~~Wood, Iron or Steel~~

Surveyed Afloat or in Dry Dock? Both Name of Dock Mercantile S.D. Co. Destined Voyage

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

Last Report, No. 109650. Port LON.

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 5, 40
3 41	BS 5, 41
SS SHS. N° 3-4, 40	CL 5, 39
Carrying petroleum in bulk.	
Fitted for oil fuel 10, 27 FP above 150° F	
Society's Freeboard (if assigned) as painted on Ship and now verified	
	✓ ft. ✓ ins.

Was a damage report made by anyone else? If so, by whom? *Underwriters Surveyor*

NOW DONE Vessel placed in dry dock, bottom and rudder cleaned examined and afterwards recoated. Rudder lifted. All main cargo tanks and summer tanks cleaned and examined internally, Copperdams, Cargo pump room, O.F. bunker, Engine and Boiler Room O.B. Tanks examined internally.

numbered from aft.

P.T.O.

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Part End	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	"	(State if on self.)	
Coamings	"	Cement or Asphalt	✓	Oil Bunkers	Part End	When fitted, Month	Year
Beams & Fastenings	Part End	Rudder	Good	Scuppers	"		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	Good	Boats	Good
" " in way of sidelights	✓	Windlass	"	Hatches	"	Masts, Yards, &c.	"
Frames	Part End	Have pumps been examined and found efficient?	no	Planking		Condition, how ascertained	From deck
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	no	Caulking		(State if wedges removed)	Z
Longitudinals	Part End	Have Watertight Doors been examined and found efficient?	no	Treenails		Equipment letter	
Transverses	" " "	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Anchors, No. of	30 15.
Floors	" " "	Air and Sounding Pipes	Part End	Transoms, Pointers & Crutches		Cables (State if new & ranged)	no
Keelsons	"	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		" length	mean diam.
Stringers	✓			" " at other places		(on board)	
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		" Rule length	size
Have the Tanks been examined internally?	See Rpt			Siding		Chain Locker	
Have the Tanks been tested?	do			(State if examined.)		Hawsers & Warps	Sufficient
						Standing and Running Rigging	Good
						Sails	✓

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 so far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed with date of drydocking 9.41 (Nwc.)

Fees applied for,

Received by me,

Character Assigned

10047 Subject
Care: pet. in bulk
Dist: for oil prices

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W/3T000 3/1/13

Nº 9 CARGO TANK (PORT) CONTD.

AFT BULKHEAD Plates numbered from bottom.

Nº 3 wing plate cropped and part renewed remainder faired in place, Nº 4 faired in place; bulkhead frame in way removed and refitted.

1 bulkhead stiffener renewed and 1 faired in place, diaphragm plate between stiffeners removed faired and refitted.

AFT COFFERDAM (PORT)

AFT BULKHEAD Nº 3 wing plate from bottom faired in place, 1 stiffener removed faired and refitted, 1 intercostal plate to shell (in cofferdam) removed, faired and refitted, shell connection renewed.

O.F. BUNKER (PORT)

Shell longitudinal in way of "G" strake cropped and forward portion renewed.

Nº 8 CARGO TANK (PORT)

FORD. BULKHD. Nº 1 strake from bottom faired in place and E.W.

C'LINE BULKHD. Nº 5 " " " " " " " "

Nº 5 Summer Tank (P) hatch bolted cover renewed and stiffeners removed faired and refitted, ford. Coaming faired in place E.W.

About 105 tank side bracket rivets (SSP. 50s) in Engine Room in way of shell plate 83 renewed.

A number of minor repairs of non structural nature also effected on completion of the above repairs Nº 1 to 9 inclusive main Cargo Tanks, Nº 1 to 5 inclusive Summer Tanks, Engine & Boiler Room Tanks, Aft Peak, aft Cofferdam and O.F. Bunker were watertested and proved satisfactory. Repaired shell in way of Engine Room hose tested and proved satisfactory.

W & T. REPAIRS

About 65 Keel rivets renewed and 50 E.W., 50 shell rivets E.W. and 22 renewed - principally located in Fore Peak Tank and Nº 4 Cargo Tank. 9 Bilge Keel rivets (S.) renewed.

3 fractures in way of shell longt. bulkhead brackets in Nº 2 Tank Nº 2 longt. from top at forward bulkhead (P) and Nº 6 from top at aft bulkhead (S) red out, E.W. and doubler fitted and E.W. hadders in all main cargo tanks renewed.

All O.T. hatch lids, packing and toggles overhauled and made good. Working and spare steering chains removed ashore, fired, repaired as necessary, retisted and placed on board and refitted.

A number of minor repairs also effected.

Decks, casings, hatches, vents & coamings, steering gear, windlasses, deck equipment etc. generally examined and found or placed in good condition.

No 3 wing plate cracked and fast removed, removed from place, 20.11.
 Machinery. 1st visit 7.8.41 last 16.8.41.
 2.

Vessel in drydock, examined propeller, outer end of stern tube, cleaned
 3/8" b. outside fastenings of sea connection.

A new generating set for degassing purposes fitted, particulars:-

Dynamo; British Thomson Houston, Rugby; Type No 34, DY-4426; 10 K.W.

91 1/2 R.P.M. 550; 110 V. Serial No 42541 - D3.

Engine. Ruston & Johnson Ltd, Lancaster. No 1563. R.P.M. 550.

Geo. J. Shulland.

Good 15 kilowatt removed and 50 E.V. 50 still made E.V. and
 25 removed - principally located in fore tank and 20.11.
 Cargo Tank. 9 kilowatt made (2) removed.
 3 removed in way of still tank bulkhead located in No 2 Tank.
 No 2 tank from top of fore tank bulkhead and 10 E.V. from top of aft
 bulkhead (2) kilowatt and 20 E.V. and 20 E.V. removed.
 10 kilowatt in all main cargo tanks removed.
 All O.T. bolts, nuts, packing and top of cover removed and made
 good. Working and other securing chains removed and
 fixed, replaced as necessary, retightened and fixed on board and
 refitted.
 A number of minor repairs also effected.

