

WRECK

Rpt. 8.

(Received at London Office)

26 SEP 1952

WRECK

No. 11822

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th, Sept. 19. 52 When handed in at Local Office 25th, Sept. 19. 52

No. in Reg. Book. Survey held at FALMOUTH Date, First Survey 20.8.52. Last Survey 30.8. 19 52

54110 on the ~~Wood Iron or Steel~~ Sc. SS' BRITISH COMMODORE'TONNAGE: — Built at DUNDEE By whom CALEDON S.B.& ENG.CO.LTD When 1923 MONTH 3
GROSS 6985 Owners BRITISH TANKER CO. LTD, Owners' Address —
UNDER DK 6382 Managers — (If not already recorded in Appendix to Register Book).
NET 4135 Port belonging to LONDONSurveyed Afloat or in Dry Dock? Drydock Name of Dock No.2. Drydock Destined Voyage —
Cell DBor DBa — feet; uE & B — feet; f — fee
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. 25062 Port DWS.

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION AND REPAIRS

NOW DONE:— Vessel placed in drydock; the bottom and rudder cleaned, examined, placed in good condition and re-coated.

Generally examined decks, casings, hatch coamings and covers, ventilators and coamings, air pipes, general equipment, windlass and steering gear and found good. Tested starboard No.6. cargo tank upon completion of repairs and found good.

REPAIRS - WEAR AND TEAR

Port and starboard bower anchor shackle pins renewed.

A crack in starboard side bottom plate 'C' 6 from forward cut out and made good by welding: an outside doubling plate (full width of strake) fitted and secured by electric welding.
10 defective bottom rivets in adjacent 'B' strake plate renewed.

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 Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

No.2.Starbd.tank and									
Decks	Good	Bulkheads	E.R.	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Felt.)	Year
Caulking of Decks	"	Ceiling			Coal Bunkers, Openings, Covers, &c.		When fitted, Month		
Coamings	"	Cement or Asphalt			Oil Bunkers		Boats	Part Exam.	Good
Beams & Fastenings		Rudder	Good		Scuppers	Good	Masts, Yards, &c.	"	
Outside Plating	Good	Steering gear and its connections	Good		Cargo Hatchways	"	Condition, how ascertained from deck	(State if wedges removed.)	b+
" " in way of sidelights		Windlass	"		Hatches	"	Equipment letter		3.B., 1 S.
Frames		Have pumps been examined and found efficient?			Planking		Anchors, No. of	No	
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. —		
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes		Breasthooks & Stemson		" Rule length Stated size complete		
Floors		Air and Sounding Pipes	Good		Transoms, Pointers & Crutches		Chain Locker		
Keelsons		Doubling Plates under Sounding Pipes			Timbers of Frame at openings		Hawsers & Warps	Sufficient	
Stringers					" " at other places		Standing and Running Rigging	Good	
Inner Bottom Plating					Stringers, Clamps & Shelves		Sails		
Have the Tanks been examined internally?	No				Salting				
Have the Tanks been tested?	Yes				State if examined.				

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."

Eligible in my opinion to remain as classed with fresh date of Drydocking 8,52.

Survey Fee (per Section 29) —
Special Damage or Repair Fee (if any) — 10 0 0
Travelling Expenses (if chargeable) —
Second Surveyor's Fee (if any) —

Fees applied for,

25.9.1952

Received by me,

19

b. Knappatt
Surveyor to Lloyd's Register of Shipping.

Committee's Minute.

TUES. 14 OCT 1952

Character Assigned

8,52 Tol. in that sp. cdn. (M)
S 8,52

W1630-0103

Lloyd's Register
Foundation

