

Rpt. 2.

(Received at London Office 3 NOV 1944)

No. 68982.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd Nov. 1944. When handed in at Local Office 6. 11. 1944. Port of GLASGOWNo. in Survey held at GLASGOW Date, First Survey 22nd Nov. 1943 Last Survey 1st Nov. 1944

Reg. Book. 2607 on the Wood, Iron or Steel M.V. "BRITISH COURAGE" (No. of Visits 35)

TONNAGE: Built at PORT GLASGOW By whom LITHGOWS LD. YEAR. MONTH. When 1928 3

GROSS 6952 Owners. BRITISH TANKER CO. LD. Owners' Address

UNDER DK 6487 Managers. Port belonging to LONDON

NET 4132

Surveyed Afloat or in Dry Dock? BOTH Name of Dock QUEENS DOCK AFLOAT

Cell DBor DBa feet; uE & B feet; f feet

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. 2829 Port GIB

(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.

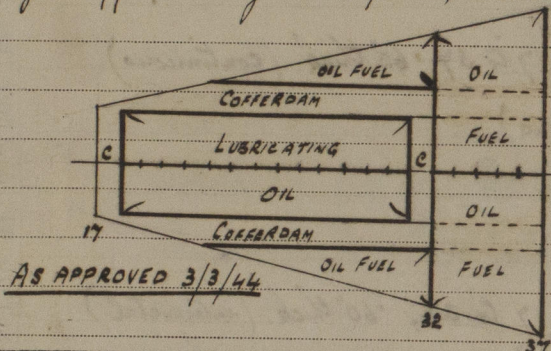
Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR ALTERATIONS, DOCKING, & S.S. No. 3

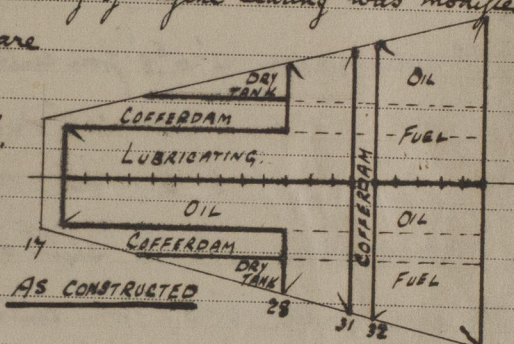
ALTERATION TO TANK TOP & ENGINE SEATING TO SUIT NEW TYPE DIESEL ENGINE.

Please see approved plan of Tank Top & Engine Seating, approved 3/3/44.

Note—After approval of above plan, arrangement of D.B. tanks in way of Engine Seating was modified as per sketch.



These modifications are marked in Red on approved plan herewith.



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									
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper or Y.M.	(State if on Felt.)	When fitted	Month
Caulking of Decks	"	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	"	Boats	good		
Coamings	"	Cement or Asphalt	good	Oil Bunkers	"	Masts, Yards, &c.	"		
Beams & Fastenings	"	Rudder	"	Seuppers	"	Condition, how ascertained	By examination		
Outside Plating	efficient	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	bt		
" " in way of sidelights	good	Windlass	"	Hatches	"	Anchors, No. of	3-1		
Frames	good	Have pumps been examined and found efficient?	yes	Planking		Cables (State if now ranged)	yes		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Caulking		" length 300 fms. mean diam.	2 3/8"		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	none	Treenails		" Rule length 300 fms. size	2 3/8"		
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stenson		Chain Locker	good		
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		Hawsers & Warps	sufficient		
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Standing and Running Rigging	good		
Stringers	"			" " at other places		Sails			
Inner Bottom Plating	"			Stringers, Clamps & Shelves					
Have the Tanks been examined internally?	yes			Siding	(State if examined.)				
Have the Tanks been tested?	yes								

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 an efficient condition, & eligible in our opinion to remain as at present classed in the Register Book with fresh record of survey 11.44, & the notation of S.S. GLS. No. 3-11.44, subject to indented keel plates No. 5 & 6 & plates F4 & 5 & G 5 (ssf), also to permanent repairs to stem, etc (collision) & to rudder mainpiece & stock & sternframe upper section being carried out at Owners' convenience.

Survey Fee (per Section 29) £ 34 : 10 : 0 Fees applied for,

Special Damage or Repair Fee (if any) £ 26 : 5 : 0 21 NOV 1944

Travelling Expenses (if chargeable) £ - : - : - Received by me,

Second Surveyor's Fee (if any) £ - : - : - 19

Committee's Minute

Character Assigned

11.44 GLS. subject

S.S. No. 3-11.44

-1- NE 11.44

Geo. Cockburn, Ch. P. Moore, George Shillington.
Surveyors, Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

W1645-0102 1/2

ALTERATION TO TANK TOP & ENGINE SEATING: - (contd)

The above alterations have been carried out in conformity with the Society's Rules & Regulations. The scantlings & arrangements are in accordance with or equivalent to those shown on the approved plan. The materials & workmanship are good.

There is no Ash Shoot, no Watertight Door, & no mast wedging.

(SEE PAGE 4)

When Anchors or Cables are supplied, the particulars are as follows:

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

Iron Stream Chain
or Steel Wire

" " " angle $5'' \times 5'' \times .54$.

(SEE PAGE 3)

REPAIRS - WEAR & TEAR (CONT'D) :-

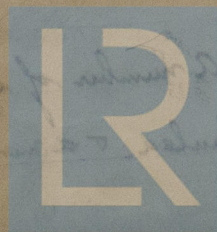
Cement box on shell in way of stringer bracket connection in engineroom (SS) removed, shell angle removed, & shell plate found fractured. Fracture weld out & E.W. & an efficient doubling plate E.W. & riveted outside in way.
Engineroom D.B. tank top plating, forward of new portion, found somewhat pitted & reduced in thickness in places in way of auxiliary machinery seats, part doubled & built up by E.W. & now satisfactory.
4 brackets to longitudinals in forward cofferdam renewed (2 p & 2 S).
Sounding pipes to fore deep tank & forward cofferdam renewed.
Wood doors in fore bulkhead repaired & fastenings overhauled.
Fastenings of steel hatch cover to forward hold overhauled & part renewed.
2 bars on freeing ports renewed; 3 hatch covers & 3 tarpaulins renewed; 4 ventilator plugs & covers renewed. Fore & main rigging shrouds & stays overhauled & part renewed.
A few minor deck repairs effected. Licence No R 6309 dated 8/11/43, supervised.

FREEBOARD:- Renewal freeboard survey has been carried out at this time & new Load Line certificates issued.

S.R. LIST:- Nothing has been done at this time re indented keel & shell plates (SS) or with permanent repairs to stem etc (collision) & to rudder mainpiece, etc. These have been examined & found efficient for the present.

NEW PARTICULARS OF WATER BALLAST (FOR REGISTER BOOK) -

	Length in feet.	Water Capacity - tons.
Double bottom under engines only	86	267
" " forward	36	197
		<u>464</u>



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