

WRECK SECTION

22 MAY 1953

Rpt. 8.

(Received at London Office)

No. 11997

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st, May 1953 When handed in at Local Office 21st, May 1953 Port of FALMOUTH.

No. in Survey held at FALMOUTH Date, First Survey 27.4.53. Last Survey 8.8. 1953

Reg. Book No. 10474 on the Wood, Iron or Steel M.V. 'BRITISH JUSTICE' (No. of Visits 8)

Built at NEWCASTLE By whom PALMERS' CO. LTD., When 1928

TONNAGE: GROSS 6962 UNDER DK. 6458 NET 4101 Owners BRITISH TANKER CO. LTD., Owners' Address - (If not already recorded in Appendix to Register Book)

Managers - Port belonging to LONDON

Surveyed Afloat or in Dry Dock? Drydock Name of Dock No. 4. Drydock Destined Voyage -

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

CHARACTER: *100A1 Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.E., if any.)

8,52 *LMC 11,49 DBS 8,52 s.s.Bkn. 11,49 TS-CL 5,51

Carrying Petroleum in bulk.

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? OIL ENGINES

REPAIRS OR EXAMINATION AS PER RULE, FOR CONDITION:- CONTINUOUS SURVEY.

WORK DONE:- Vessel in drydock, bottom and rudder cleaned, examined and re-coated. Examined weather decks, hatchways, covers and securing arrangements, wood hatches, cleats, tarpaulins and battening

FOUND:- The following shell plates set in or indented, framing in way set in. Starboard side 'D' strake No.9. 'G' strake, Nos. 3 and 4 'H' strake Nos. 3 and 4. Port Side 'G' strake No.5, 'H' strake Nos. 3,4,5,9,12,10 and 15. 'I' strake Nos. 4,5,6 and 7. The foregoing includes item in Special Reasons List P.S.A. Nos. 5 and 6 in 'G' strake which is 'H' strake according to shell

Summary of Damage Repairs table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items:- PTO

Present Condition of the Vessel table with columns: Part Examined, Bulkheads, Engine Room Skylights, Copper, or Y.M., etc.

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 in my opinion is eligible to be continued as classed with fresh record of survey 5,53. The items in Special Reasons List may be amended as follows. Set in and indented shell plates 'D'9, 'G'3 and 4, 'H'3 and 4 (s.s.) 'G'5, 'H'3,4,5,9,10,12 and 15. 'I' 4,5,6 and 7 (p.s.) being permanently repaired at the next Special Survey. Bridge deck plating, after peak tank and forward peak tank top being specially examined and permanently repaired at the next Special Survey. (After peak tank not to be used for the carriage of feed water until repaired). Main mast to be kept under observation at

Survey Fee (per Section 23) £ : : Fees applied for, 21.5. 19 53

Special Damage or Repair Fee (if any) £ 18 : 18 : 0 Received by me, 19

Travelling Expenses (if chargeable) £ : : THU 11 JUN 1953

Second Surveyor's Fee (if any) £ : : Character Assigned 5,53 Feb, subject (with endorsement) S. 4,53 DBS 5,53

Surveyor to Lloyd's Register of Shipping. Alex. M. Jenkins

plans. It is recommended all the foregoing be dealt with as necessary at the Special Survey due 11,53.

WEAR AND TEAR REPAIRS:- A number of leaky shell rivets caulked, leaky shell caulked. Intertank leakage made tight by caulking. A number of slack rivets starboard bilge keel renewed. Port anchor crown pin and shackle pin worn, renewed. One length of port side cable with damaged link, cable sent to Cardiff for re-test and testing. On completion cable verified with certificate of re-test and endorsed. For particulars of re-test see under. One three link attachment piece on port cable broken, now renewed. New three link attachment piece verified with certificate of test and certificate endorsed. For particulars of tests see under. Rudder steadyment bearing at upper deck found loose on rudder stock and at deck bearing removed, rudder stock ground true at bearing length. Bearing brass renewed, holding down bolt holes reamed out and holding down bolts renewed. Four keep pads welded to deck doubler and fitting hard to edges of bearing base fitted to relieve strain on holding down bolts. Bearing refitted. Steering gear tried under power and found satisfactory.

SPECIAL REASONS LIST:- Main mast to be kept under observation at periodical surveys. Now examined and found satisfactory meantime. This item to be retained as at present in the S.R.L. Shell plating in way of cargo hold (s.s.f.) and shell plating 'G'5 and 6 (p.s.a.) to be specially examined and dealt with. Now specially examined. The shell plating items may now be amended to Indented and set in shell plates and framing in way 'D'9, 'G'3 and 4, 'H'3 and 4 (s.s.), 'G'5, 'H'3,4,5,9,10,12 and 'I' 4,5,6 and 7 (p.s.) being permanently repaired at the next Special Survey. Bridge deck plating to be specially examined and dealt with as necessary, also

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	1st Bower											
	2nd											
	3rd											
	Collective Weight											
	Stream.....											
	Kedge.....											

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

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	State- -of- -Tens.	Breaking. -Tens.	Supplied.	Per Rule.	Length.	Diam.			
46525	153	2 5/16	964	✓	40.3.0	42.1.0	✓	2 3/8	RE-TESTED TO WORN SIZE ONE THREE LINK ATTACHMENT		CARDIFF 1.5.53 F.W.DOV CARDIFF 16.2.42. A.B.A.T.
42135	For 2 3/8		4210	✓	3.1.4	✓	✓	2 3/8			
	Iron Stream Chain or Steel Wire										

repairs to after peak tank at the next Special Survey. Now specially examined and found to continue efficient meantime. This item to be retained as at present in the Special Reasons List. Bottom of stern frame (E.W. 8,52) to be specially examined at the next drydocking, now specially examined and found to continue efficient. This item to be retained as at present in the Special Reasons List. (After peak tank not to be used for the carriage of feed water until repaired), this item to be retained as at present in the Special Reasons List. Repairs to wasted forward peak tank top plating by next drydocking. Now specially examined. The cement box fitted remains efficient, this item may now be amended to

permanent repairs at the next Special Survey which is due in November next.

SPECIAL REASONS LIST ENDORSEMENTS:- Indents in shell plating (p.s.f.) Now examined found to continue efficient. This item may be retained as at present in the Special Reasons List Endorsements.

vessel was last seen in drydock on the 1st, May, 1953.

Alex. M. Jenkins

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