

WRECK SECTION

22 MAY 1953

(Received at London Office)

No. 11997

Rpt. 8.

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. 04274 on the Wreck Iron or Steel M.V. 'BRITISH JUSTICE' (No. of Visits 8)

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

GROSS 6962 Owners BRITISH TANKER CO. LTD., Owners' Address -

UNDER DK. 6458 Managers - Port belonging to LONDON

NET 4101

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

Well D B or D B a feet; u E & 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. 23125. Port Ant.

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 CONDITION: -

HOW 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 down arrangements, casings, deck houses, companionways, detached superstructure ends openings and closing appliances, skylights, fiddley openings and covers, ventilators, air pipe goosenecks, bulwarks, guard rails, gangways, masts and rigging from deck and general equipment, steam windlass, electric hydraulic steering gear. All found or placed in good condition.

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:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-	PTO
Renewed ...									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place ...									

PRESENT CONDITION OF THE	Part Examined.	Good	Bulkheads	Engine Room Skylights	Good	Copper, or Y.M.
Planking of Decks	"	"	Ceiling	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)
Stowings	"	"	Cement or Asphalt	Oil Bunkers	"	When fitted, Month Year
Nuts & Fastenings	"	"	Rudder	Seuppers	"	Boats
Outside Plating	Good	"	Steering gear and its connections	Cargo Hatchways	Good	Masts, Yards, &c.
" " In way of sidelights	"	"	Windlass	Hatches	"	Condition, how ascertained from deck
Frames	"	"	Have pumps been examined and found efficient?	Planking	"	(State if wedges removed.)
Reverse Frames	"	"	Have Sluice Valves been examined and found efficient?	Caulking	"	Equipment letter
Longitudinals	"	"	Have Watertight Doors been examined and found efficient?	Treenails	"	Anchors, No. of
Transverses	"	"	Have Ventilators and their Coamings been examined and found efficient? Yes, Good	Breasthooks & Stemson	"	Cables (State if now ranged)
Decks	"	"	Air and Sounding Pipes	Transoms, Pointers & Crutches	"	" length Stated mean diamr. complete
Belsons	"	"	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	"	" Rule length 300F size 2.6/16"
Fingers	"	"		Stringers, Clamps & Shelves	"	Chain Locker
Inner Bottom Plating	"	"		Salting	"	Hawsers & Warps
Have the Tanks been examined internally? No						Standing Rigging
Have the Tanks been tested? No						Sails

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,
Special Damage or Repair Fee (if any) (per Sec. 23)	21.5. 19 53
Travelling Expenses (if chargeable)	Received by me,
and Surveyor's Fee (if any)	19

Committee's Minute THU 11 JUN 1953

Character Assigned 5,53 Feb, subject (with endorsement)

S. 4,53 DBS 5,53

Surveyor to Lloyd's Register of Shipping

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, re One length of port side cable with damaged link, cable sent to Cardiff for re and testing. On completion cable verified with certificate of re-test and ce endorsed. For particulars of re-test see under. One three link attachment p on port cable broken, now renewed. New three link attachment piece verified certificate of test and certificate endorsed. For particulars of tests see un Rudder steadymen bearing at upper deck found loose on rudder stock and at dec Bearing removed, rudder stock ground true at bearing length. Bearing brass bu 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 ge tried under power and found satisfactory.

SPECIAL REASONS LIST:- Main mast to be kept under observation at periodical sur 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 pl 'G'5 and 6 (p.s.a.) to be specially examined and dealt with. Now specially exam The shell plating items may now be amended to Indented and set in shell plates a 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 and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	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 Superintended.
	Length.	Diam.	State.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
40525	153	2 5/16	964	✓	40.3.0	42.1.0	✓	2 3/8	RE-TESTED TO WORK SIZE ONE THREE LINK ATTACHMENT	CARDIFF	1.5.53 F.W.DOV
42135	For 2 3/8		4210	✓	3.1.14	✓	✓	2 3/8			16.2.42. A.B.A.T.
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

FALMOUTH

Continuation of Report No. 11997 dated 21st, May, 1953. on the

'FISH JUSTICE'

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anent 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

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

W1645-0213 1/2