

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19/2/38 When handed in at Local Office 19/2/38 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Newcastle-on-Tyne Date, First Survey 3<sup>rd</sup> Aug. 1937 Last Survey 10<sup>th</sup> February 1938 (No. of Visits 37)

21740. on the Wood, Iron or Steel M.V. "BRITISH PETROL"

TONNAGE:- Built at Newcastle-on-Tyne By whom Swan, Hunter & Wigham When 1925 9.  
GROSS 6906 Owners British Tanker Co Ltd Owners' Address Richardson La  
UNDER DK. 6392. Managers - KETAM Port belonging to LONDON.  
NET 4113.

Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 94606 Port NWC  
94615

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 Ayeohors 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

Not required. Superintendent. Was a damage report made by anyone else? If so, by whom? Messrs Swan McFarlane Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3 and Damage stated to be due to long tow after damage to machinery, when on voyage from Haifa to Port de Bouc on 23<sup>rd</sup> June 1937.

Special Survey  
Now done:- The vessel placed in dry dock, the bottom and rudder cleaned, examined and recoated. All cargo tanks, summer tanks, Coffers, deep tank, oil fuel bunkers, fore after peaks and double bottom tanks examined internally and tested as per rule. Cargo hold, poop, bridge & fore-castle, peaks spaces, machinery spaces and pump room examined. Decks, casings, ventilator coamings, hatchways, hatch covers, and sounding pipes, windlass, steering gear and its engine, masts and rigging anchors and general equipment examined.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Yes	Good	(State if on Felt).
Caulking of Decks	Yes	Good	When put on, Month
Coamings	Good	Good	Boats
Beams & Fastenings	Cement	Good	Masts, Yards, &c.
Outside Plating	(State which.)	Good	Condition, how ascertained
" " in way of sidelights	Good	Good	(State if wedges removed)
Breasthooks	Rudder	Good	Sails
Transoms	Steering gear and its connections	Good	Equipment letter
Frames	Windlass	Good	Anchors, No. of
Reverse Frames	Have pumps now been examined and found efficient?	Good	Chain Locker
Longitudinals	Yes	Good	Cables (State if now ranged)
Transverses	Have Sluice Valves now been examined and found efficient?	Good	" length 300 mean diamr. 2 1/2
Floors	Have Watertight Doors now been examined and found efficient?	Good	" (on board) 300 size 2 1/2
Keelsons	Have Ventilators and their Coamings been examined and found efficient?	Good	Hawser & Warps
Stringers	Yes	Good	Standing and Running Rigging
Inner Bottom Plating		Good	

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pTND24, &c."

This vessel is eligible, in our opinion, to remain as classed and have record of Survey 2.38 and the notation of SS NWC No 3 2-38.

Survey Fee (per Section 20) £ 34 : 10 : 0 Fees applied for, 19  
Special Damage or Repair Fee (if any) £ 15 : 15 : 0 Received by me, J. H. Lumball  
Travelling Expenses (if chargeable) £ - : - : -  
Second Surveyor's Fee (if any) £ - : - : -  
Committee's Minute 8  
Character Assigned 100% Carc: pet. in bulk  
note by pbs S(u)/1.38 S.D. No 3-2.38 S.D. 2.38  
+ N.E. made 32 filled 2.38

FRI. 11 MAR 1938

Surveyor to Lloyd's Register of Shipping.





## M.V. "BRITISH PETROL"

## Now done: - (Continued)

Cables ranged and chain locks examined, pump tried and plating under sidelights examined. The E.S.D. was opened up and examined in dry dock. Free board verified and new certificates issued.

It was not considered necessary to drill the Shell plating.

Repairs - Wear + Tear

2 small doubling plates were electrically welded to Forecastle front bulkhead in way of Steam pipes

A few other minor repairs also effected.

Repairs - Freeboard

2 glasses renewed in E.R. Skylight

3 air pipes and one gauge renewed

2 M.Vents on pooh renewed and 5 Ventilators repaired

A few other minor repairs also effected.

Repairs to Damage

A number of defective rivets through shell in all Cargo tanks Fore peak, Fore deep and oil Fuel bunkers renewed and caulking overhauled as necessary

Internal in all tanks, Fore & after Peaks, deep tank, oil Fuel bunkers & Cofferdams, riveting and Caulking overhauled and made good as necessary.

A small fracture in Shell plates F.1 Port and F.1 Star bed out and electric welded and doublings fitted over the shell plates.

All Tanks tested. Windlass examined & overhauled as necessary.

ALTERATION

The vessel has now been fitted with a M.A.N Engine and the double bottom in way of the engine has been altered in accordance with the plan approved.

The tanks were tested as per rule.

Approved plans and other plans obtained for reference are returned here with.

*[Signature]*

W351-0022 2/2



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