

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th. Sept. 1949. When handed in at Local Office 8th. Sept. 1949. Port of NEWPORT, Mon.
 No. in Reg. Bpook. 03888 Survey held at NEWPORT, Mon. Date, First Survey 8th. June Last Survey 23rd. June, 1949.
 on the Wood, Iron or Steel S.S. "BRITISH MERCHANT" (No. of Visits 11.)

TONNAGE :- Built at Glasgow By whom W. Beardmore & Co. Ld. When 1922 MONTH 11
 GROSS 7012 Owners British Tanker Co. Ld. Owners' Address -
 UNDER DEK 6471 Managers - Port belonging to London
 NET 4004 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Yes Name of Dock Eastern Dry Dock. Destined Voyage -
 Cell DBorDBa 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. 105679 Port None

(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 -

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
*100A1 9,48	*LMC 11,47
Examined 10,48 (6 mos).	BS 10,48
SS. Shl. No. 3-3,35	TS (OG) 8,46
SS. Fal. No. 1-39	
Carrying Petroleum in bulk. Fitted for oil fuel 10,22 P.P. above 1500F.	
Society's Freeboard (if assigned) as painted on Ship and now verified } <u>-</u> ft. <u>-</u> ins.	

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY - TYPE C.
 Vessel placed in drydock, bottom and rudder examined. Shell drilled, drillings forwarded to London and approved as per Lon. letter 24th. June, 1949.

All cargo tanks, summer tanks, cofferdams, forward deep tanks, oil fuel bunkers, forward hold, fore and after peaks examined internally. Decks drilled, chain locker, hatchways and plating in way of sidelights, examined.

Repairs recommended:-

Shell, port side, J. Strake upper No.3 from aft. to be renewed.
J " lower No.2 " " " "
H " No.17 " " " "
B " No. 8 " " " "
Keel plate No.16 " " " "

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...							Contd. Page 2.
Removed and Faird or Repaired							
Faird or Repaired in place							

PRESENT CONDITION OF THE

Decks <u>See Rpt.</u>	Bulkheads <u>See Rpt</u>	Engine Room Skylights <u>Not Ex'd</u>	Copper, or Y.M. <u>✓</u>
Caulking of Decks <u>Good</u>	Ceiling <u>-</u>	Coal Bunkers, Openings, Covers, &c. <u>-</u>	(State if on Felt.)
Coamings <u>Good</u>	Cement or Asphalt <u>-</u>	Oil Bunkers <u>See Rpt.</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Beams & Fastenings <u>-</u>	Rudder <u>Not Ex'd.</u>	Scuppers <u>Not Ex'd.</u>	Boats <u>Not Ex'd.</u>
Outside Plating <u>See Rpt.</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways (Oil) <u>Good</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>Good</u>	Windlass <u>"</u>	Hatches <u>Steel Lids Good</u>	Condition, how ascertained <u>-</u>
Frames <u>-</u>	Have pumps been examined and found efficient? <u>Not Ex'd.</u>	Planking <u>-</u>	(State if wedges removed.)
Reverse Frames <u>-</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking <u>-</u>	Equipment letter <u>df</u>
Longitudinals <u>See Rpt.</u>	Have Watertight Doors been examined and found efficient? <u>-</u>	Treenails <u>-</u>	Anchors, No. of <u>Not Ex'd.</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Not Ex'd</u>	Breasthooks & Stemson <u>-</u>	Cables (State if now ranged) <u>Partly</u>
Floors <u>"</u>	Air and Sounding Pipes <u>"</u>	Transoms, Pointers & Crutches <u>-</u>	" length <u>Not</u> mean diam.
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>-</u>	(on board)
Stringers <u>"</u>		" " at other places <u>-</u>	" Rule length <u>Ex'd.</u> size
Inner Bottom Plating <u>Not Ex'd.</u>		Stringers, Clamps & Shelves <u>-</u>	Chain Locker <u>See Rpt.</u>
Have the Tanks been examined internally <u>See Rpt</u>		Sanding <u>-</u>	Hawsers & Warps <u>Not Ex'd.</u>
Have the Tanks been tested? <u>No No</u>		State if examined.	Standing and Running Rigging <u>Not Ex'd.</u>
			Sails <u>-</u>

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."
 For the information of the Committee (Vessel to be broken up).

Survey Fee (per Section 29) <u>(90% S.S.)</u> £ <u>93</u> :- :-	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 29) £ :- :-	Received by me, 19
Travelling Expenses (if chargeable) £ <u>5</u> :- :-	
Sur. fee (19.6.49) <u>Off Exp.</u> £ <u>2</u> :- :-	
Second Surveyor's Fee (if any) £ :- :-	

Surveyor to Lloyd's Register of Shipping. *W. Henderson*

Committee's Minute See Casualty Report
 Character Assigned See Casualty Report
 Lloyd's Register Foundation
 W999-012877

S.S. "BRITISH MERCHANT"Repairs recommended:- (Contd.)

Shell, Starboard side. J Strake upper No.3 from aft. to be renewed.

J	"	lower No.2	"	"	"	"
D	"	Nos.8 & 9	"	"	"	"
C	"	No.10	"	"	"	"
B	"	No. 8	"	"	"	"
A	"	No.10	"	"	"	"

Rudder to be lifted.

Upper deck - 6 Deck plates forward to be renewed.

N

No.10 Cargo Tank Port.

After bulkhead No.46 - Started rivets in stiffener to renew.

Forward bulkhead No.55 - 4 bulkhead bottom bracket shell angles to renew on A & B
strakes.

B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Keel and "A" strake landing to rerivet (180)

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet (180)

"C" Strake 3rd. bay from aft. doubling to fit

Centre line foundation angle to part rerivet.

Fit pad plate in way of drain hole.

No.10 Cargo Tank Starboard.

Forward bulkhead No.55 - 4 bulkhead bottom bracket shell angles to renew on "A" & "B"
Strakes

After bulkhead No.46 - Started rivets in stiffener to renew.

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Keel and "A" Strake landing to rerivet (180)

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet (180)

Centre line foundation angle to part rerivet.

Fit pad plate in way of drain hole.

No.9 Cargo Tank Port.

Forward bulkhead No.64 - No.1 horizontal girder, 3 outboard angles to rerivet.

" " " No.2 " " 3 " " " "

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

"A" and "B" Strake landing to rerivet (180)

"C" Strake, forward bay, both landings to rerivet (40)

Centre line foundation angle to part rerivet.

Fit pad plate in way of drain hole.

No.9 Cargo Tank Starboard.

Centre line bulkhead - No.3 horizontal girder angle to rerivet (260 rivets).

" " " No.2 " " " " " (260 rivets).

"B" and "C" Strake landing to rerivet in forward space (40)

"B" and "C" Strake landing to rerivet in 2nd. space from aft. (20)

"A" and "B" Strake landing to rerivet (180)

Forward bulkhead No.64 - 1 bulkhead bottom bracket shell angle to renew on "B" Strake

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Centre line foundation angle to part rerivet.

Fit pad plate in way of drain hole.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

tested and
ident.

If Stockless, state Mechanical Test.

ted and

S.S. "BRITISH MERCHANT"

Repairs recommended: (Contd.)No.8 Cargo Tank, Port.

Centre line bulkhead foundation angle to part rerivet.

"C" Strake, forward bay, outboard landing to rerivet (20)

"A" and "B" Strake landing to rerivet (180)

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Forward bulkhead No.64 - 5th. stiffener bottom bracket shell angle to renew.

Trunk side No.3 horizontal girder angles to rerivet (120 rivets).

Fit pad plate in way of drain hole.

No.8 Cargo Tank, Starboard.

Centre line bulkhead, No.2 horizontal girder, angle to rerivet (260 rivets)

No.3 No.3 " " " " " (260 rivets).

"A" and "B" Strake landing and "B" aft. butt to rerivet (180)

Forward bulkhead No.64 - 6th. stiffener bottom bracket shell angle to renew.

Centre line bulkhead foundation angle to part rerivet.

7 B.A. shell frames to crop and renew.

Trunk side No.3 horizontal girder angles to rerivet (120 rivets).

Fit pad plate in way of drain hole.

No.7 Cargo Tank, Port.

"A" and "B" Strake landing to rerivet (180)

"B" Strake forward butt to rerivet (100)

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Keel and "A" strake landing, 3rd. space from aft. to rerivet.

Fit pad plate in way of drain hole.

No.7 Cargo Tank, Starboard.Centre line bulkhead, Nos.1, 2 and 3 horizontal girder angles to rerivet
(3 @ 260 rivets)

Trunk side horizontal girder angles to rerivet (120 rivets).

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet at forward end (40)

Forward bulkhead centre line angle shoe to rerivet (80)

Forward and after bulkheads, several odd rivets to renew (200)

Fit pad plate in way of drain hole.

No.6 Cargo Tank, Port.

"C" Strake forward butt inboard bay to rerivet (100)

"A" and "B" Strake landing to rerivet (180)

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Forward bulkhead, Nos.1, 2, 9, 10, and 12 angle connections on No.1 horizontal
girder to rerivet (150 rivets)

Nos.2 and 3 horizontal girders, odd rivets to renew (250)

Fit pad plate in way of drain hole.

No.6 Cargo Tank, Starboard.Centre line bulkhead, Nos.1, 2 and 3 horizontal girder angles to rerivet
(3 @ 260 rivets)Forward and after bulkheads, Nos.1, 2 and 3 horizontal girder angles to rerivet
(6 @ 300)

Nos.1, 2 and 3 B.A. shell frames from aft. to crop and part renew in way of "A" Strake.

Nos.1 and 2 keelson angles on forward bulkhead to rerivet and weld (160) © 2020

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

"A" and "B" Strake landing to rerivet (180)

of Newport, Men.

Continuation of Report No. 25546 dated 8th Sept. 1949. on the

S.S. "BRITISH MERCHANT"

pairs recommended:-No.6 Cargo Tank, Starboard - Continued.

"B" and "C" Strake landing to rerivet (180)

"B" Strake butt to rerivet (100)

Nos.1, 2 and 3 keelson angles on after bulkhead to rerivet and weld (240)

After bulkhead No.5 stiffener bracket from centre line, shell angle to renew.

Fit pad plate in way of drain hole.

No.5 Cargo Tank, Port.

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing, odd rivets to renew (90)

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Trunk side forward bracket to rerivet (100)

Centre line bulkhead foundation angle to rerivet (360)

16 Brackets to remove for access.

Fit pad plate in way of drain hole.

No.5 Cargo Tank, Starboard.

Centre line bulkhead - Nos.2 and 3 horizontal girder angles to rerivet(2@260 rivets)

Trunk side No.3 horizontal girder angle to rerivet (120 rivets)

Nos.1,2 and 3 keelson brackets to crop at bulkhead for access and angles to rerivet and weld to bulkhead.

"A" and "B" Strakes landing to rerivet (180)

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

Fit pad plate in way of drain hole.

No.4 Cargo Tank, Port.

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing 1st. and 2nd. spaces from aft. to rerivet (40)

After bulkhead, 5th. stiffener (from centre line), bottom bracket shell angle to renew.

7 B.A. shell frames to rerivet on keel (28 rivets)

Centre line bulkhead, No.2 horizontal girder angle to rerivet (260 rivets)

No.1 " " tripping bracket to rerivet.

Centre line bulkhead, No.1 horizontal girder bracket and angle at centre line to rerivet (120 rivets).

Forward bulkhead, No.2 horizontal girder angle to rerivet (260 rivets).

Pad plates to fit in way of drain hole.

No.4 Cargo Tank, Starboard.

Centre line bulkhead, Nos.2 and 3 horizontal girder angles to rerivet(2@260 rivets)

Trunk side girder angles to rerivet (210 rivets)

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet (180)

"B" Strake butt to rerivet (90)

7 B.A. shell frames to crop and renew between Nos.1 and 2 keelsons.

After bulkhead, 5th. stiffener from centre line, bottom bracket shell angle to renew

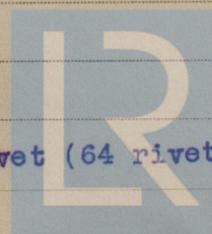
No.2 keelson bracket on after bulkhead to rerivet.

No.1 keelson bracket on after bulkhead to crop, remove, rerivet and weld angle.

Centre line bulkhead foundation angle to part rerivet.

8 Brackets to remove for access.

After bulkhead, No.2 horizontal girder, 4 angles to rerivet (64 rivets)



of Newport, Mon.

Continuation of Report No. 25546 dated 8th. Sept. 1949. on the

S.S. "BRITISH MERCHANT"

Repairs recommended:

No.4 Cargo Tank, Starboard. Continued.

After bulkhead, No.1 horizontal girder, 3 angles to rerivet (64 rivets).

Pad plates to fit in way of drain hole.

No.3 Cargo Tank, Port.

"A" and "B" Strake landing to rerivet (180)

7 Frame ends to rerivet on keel (42 rivets)

Centre line bulkhead foundation angles to part rerivet.

8 Brackets to remove for access.

No.3 horizontal girder, 4 lugs to rerivet to trunk side (140 rivets.)

No.3 horizontal girder, on centre line bulkhead, 4 lugs to rerivet (140 rivets)

No.2 keelson bracket to rerivet on forward bulkhead.

Pad plate to fit in way of drain hole.

No.3 Cargo Tank, Starboard.

Centre line bulkhead, Nos.1,2 and 3 horizontal girder angles to rerivet(3@260 rivets)

Forward bulkhead, No,2 horizontal girder to rerivet (260 rivets)

Trunk side, No.3 horizontal girder angles to rerivet (160 rivets)

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet at aft. end (40)

7 Shell frames to crop between Nos.1 and 2 keelsons and renew.

After bulkhead, No.5 stiffener bottom bracket shell angle to renew.

Nos.1, 2 and 3 keelson brackets on forward bulkhead to crop and remove, and angles to rerivet and weld.

Centre line bulkhead, foundation angles to rerivet(180), 8 brackets to remove for access.

5 Shell frame ends to rerivet on keel (30 rivets).

Pad plate to fit in way of drain hole.

No.2 Cargo Tank, Port.

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet aft. bay (40)

7 Shell frames to crop and renew, between Nos.1 and 2 keelsons.

7 Shell frame ends to rerivet to keel (42 rivets).

After bulkhead, No.5 stiffener bottom bracket shell angle to renew.

Trunk side No.3 horizontal girder angles to rerivet (120 rivets).

Centre line bulkhead, Nos.1, 2 and 3 horizontal girders, 4 angles to rerivet on each (360 rivets)

After bulkhead, Nos.1 and 2 horizontal girders, 8 angles to rerivet (280 rivets)

Forward bulkhead, Nos.1, 2 and 3 horizontal girders, 3 angles to rerivet and weld at shell (180 rivets).

No.3 keelson on after bulkhead bracket to rerivet (30 rivets)

Nos.2 and 3 keelsons on forward bulkhead, angle to rerivet and weld (120 rivets)

Pad plate to fit in way of drain hole.

No.2 Cargo Tank, Starboard.

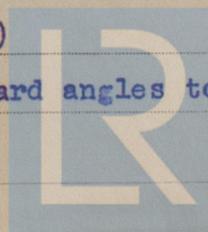
Centre line bulkhead, No.3 horizontal girder angle to rerivet (260)

No.2 " " " " " " (260)

Trunk side, No.3 horizontal girder angles to rerivet (120)

Forward bulkhead, No.131, No.2 horizontal girder, 3 outboard angles to rerivet.

"A" and "B" Strake landing to rerivet (180)



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Newport. Mon.

Continuation of Report No. 25546 dated 8th. Sept. 1949. on the

S.S. "BRITISH MERCHANT"

pairs recommended:-

No.2 Cargo Tank, Starboard, Continued.

"B" and "C" Strake landing to rerivet after bay (40)

7 Shell frames to crop and renew between Nos.1 and 2 keelsons.

No.2 keelson, forward bulkhead, bracket to rerivet (30 rivets)

No.1 keelson, forward bulkhead, angle to rerivet and weld (60 rivets)

Pad plates to fit in way of drain hole.

No.1 Cargo Tank, Port.

Centre line bulkhead, No.3 horizontal girder angle to rerivet (260 rivets)

No.2 " " " " (260 rivets)

Trunk side angle to rerivet (30 rivets)

No.3 horizontal girder, strong beam plate to renew.

After bulkhead, No.2 horizontal girder, 3 plates to renew.

No.2 shell stringer plate to renew.

"A" and "B" Strake landing to rerivet (180)

"B" and "C" Strake landing to rerivet (180)

"B" Strake, after bulkhead stiffener bracket shell lugs to rerivet (50 rivets)

No.2 keelson, after end top angle to crop and part renew.

Nos.1, 2 and 3 keelson bracket angles on bulkhead to rerivet and weld.

No.1 keelson, aft. end, top angle to crop and renew.

Intercostal girder, top angle to renew.

Forward bulkhead - 2 flanged brackets to renew.

After bulkhead - 4 stiffener top brackets to renew.

Fit pad plate in way of drain hole.

No.1 Cargo Tank, Starboard.

Trunk side angle to rerivet.

Centre line bulkhead - No.3 horizontal girder angle to rerivet.

No.2 horizontal girder, 3 plates to renew and angle to rivet to bulkhead.

No.1 horizontal girder, 1 plate to renew.

After bulkhead, No.2 horizontal girder, 2 plates to renew.

No.1 horizontal girder, 1 plate to renew and 2 angles to rerivet.

Forward bulkhead - No.1 horizontal girder, lugs to weld.

No.2 shell stringer plate to renew.

No.3 keelson, shell lugs to renew.

No.3 keelson, bulkhead angles to renew.

"A" and "B" Strake landing to rerivet.

"B" and "C" Strake landing to rerivet.

6 Shell frames to rerivet on keel.

No.1 keelson angle to rerivet on aft. bulkhead.

No.1 keelson, top angle to crop and part renew.

After bulkhead - No.5 stiffener bottom bracket, shell angle to renew.

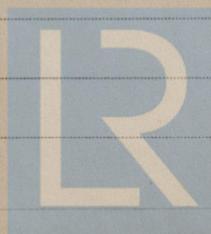
No.4 stiffener, top brackets to renew.

Fit pad plate in way of drain hole.

Fore Deep Tank, Starboard.

Web frame to rerivet through shell.

Division bulkhead, frame to rerivet through shell.



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S.S. "BRITISH MERCHANT"

Repairs recommended:

Fore Deep Tank, Starboard. Continued.

No.1 keelson, after bulkhead bracket to rerivet.

Upper intercostal, stringer bracket to crop at forward bulkhead, and weld.

Fore Deep Tank, Port.

Web frame to rerivet through shell.

Division bulkhead, frame to rerivet through shell.

No.1 keelson, after bulkhead bracket to rerivet.

Upper intercostal stringer bracket to crop at forward bulkhead, and weld.

Holes in shell to build up and ream out in way of web brames, etc.

Chain Locker

Aft. bulkhead, doubler to be fitted full width approx. 3'0" above deck.

Bottom ladder to be renewed.

Inside forecastle port passageway for'd. end doubler to be fitted.

At request of Owners' Superintendent the vessel was examined for Special Survey recommendations.

Special Survey recommendations not carried out at this time as it was decided by the Owners that the vessel would be broken up.

Vessel has now been towed to Blythe for breaking up.

