

Rpt. 8

Port CARDIFF

17 MAY 1959
No. 60837

Date of writing Report 28th Apr. 1959. When handed in at Local Office 30th April 1959 Received London
Survey held at CARDIFF No. of Visits 11 First Date 4th Apr 1959. Last Date 23rd Apr 1959.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 61069 on the ~~XXXX~~ Steel ~~MS~~ T.E.T. "FORT STEVENS" Tons gross 10639
Built at Mobile By Whom Alabama D.D. & S.B. Co. Year 1944 Month -
Owners BP Tanker Co., Ltd. Owners' address -
Managers - (If not already in R.B.)
Port of Registry London
Surveyed Afloat or in Drydock Dry Dock. Name of Dock Channel Dry Dock. Date of last examn. in Drydock 23.4.59.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 115091 Port NWE
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
100 A1	LMC
Carrying petroleum in bulk	CS 1-57
2-58	M 2-58
S.S. Shl (Dr) 2-58	CL 2-58
Classed 9-48	SPS 1-57
EW	OF Mchy. aft.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined. Freeboard as marked on ship and now verified 9 ft 2 3/4 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR ANNUAL DOCKING.

Now done for Wear & Tear.

4 shell plates partially doubled in way of localised wastage viz. E 11 and F 8 port side and E 22 and F 15 starboard side. All numbered from aft.

Sundry leaking rivets in bottom crack arrestors and doubling strakes, port and starboard, caulked.

After butt of No. 3 keel plate from forward, cut out and re-welded.

Butts and side seams of after shoe plate and Nos. 1 & 2 keel plates from aft, cut out and re-welded.

Deep pittings in leading edge of rudder, flushed with welding.

Cable lifter bushes renewed on forward windlass, windlass was tested upon completion of repairs and found to be satisfactory.

5 lengths of anchor cable, worn below minimum Rule Requirements, replaced by new lengths. (Rpt. 8 (Eq.) attached).

Cargo Tanks. The following defects in the cargo tanks have been repaired, tested or examined upon completion and found to be satisfactory:-

12 fractures in transverse bulkheads. 5 fractures in longitudinal bulkheads.

5 fractured welded connections in stiffening web brackets.

Sternframe stiffening. Reinforcing on sternframe solepiece

CONTINUATION OVER ~~XXXXXX~~

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes
If so, is the Report sent now, or when will it be sent? Now

Is Classification Certificate required? If so, to be sent to No
Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now seen, is in an efficient condition and eligible in my opinion to continue as now classed in the Register Book with fresh record of DS 4-59 subject to sternframe solepiece (EW and reinforced 12-56 and previously) being examined at the next dry docking.

John Varmald
&
M. Esden
Surveyor to Lloyd's Register of Shipping

Date of Committee

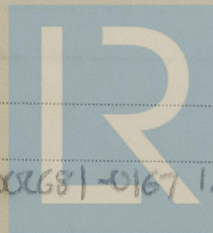
THURSDAY 14 MAY 1959

Minute

DS 4. 59 subject
MBS 4. 59

Noted
for
Header

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR ANNUAL DOCKING SURVEY.

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	No	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams	No	No
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds	No	Fresh Water Tanks	No	No
		Deep Tanks	No	No
		Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks	No	Side Tanks	See Cargo Tanks	
		Wing Tanks		
		Other Tanks		
Fore Peak Spaces	No			
After " "	No			
Engine Space	No			
Boiler "	No			
Under Engines and Boilers	No	Cargo Tanks (Tankers) 2,4,6&8 centre)- 1,3,5,7&9 pas)-	No	Yes
Track Well	No	3,5,7&9 centre)- 2,4,6&8 pas)-	Yes	No
Coal Bunkers	None	Cofferdams	Yes	No
Chain Locker	Yes			
Other Spaces	No	Pump Rooms	Yes	No
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	No	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No

Have the bilges been cleaned out and examined? No

Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None

Has a Load Line Survey been held? Yes If so, state which Annual

Have the shell and deck plating been drilled as per Rule? No

If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? No

If so, report details in body of Report. -

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None	Sluice Valves examined and found	Not exd.
" " in way of side scuttles	Not exd.	Cement or Asphalt	Not exd.	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings		Condition, how ascertained	from deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	
Frames	Good	Shell Openings	None	EQUIPMENT	
Reverse Frames	Not exd.	Ash Shoots	None	Equipment Letter	g +
Longitudinals	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S Condition Good
Transverses	Good	Freeing ports	open rails Good	Cables (State if now ranged and examined)	Yes
Floors	Not exd.	Steering Gear (Main and Auxiliary)		" length	330 fms. mean diam. 2.3/32"
Keelsons	Good	examined and found	Good	" (on board) Rule Length	330 fms. Size 2.5/16"
Stringers	Good	Windlass examined and found	Good	Hawsers and Warps	Good
Inner Bottom Plating	Not exd.	Pumps " " "	Not exd.	State if any Anchors or Chain Cable have	
Bulkheads and and	Good	W.T. Doors " " "	Not exd.	now been supplied or retested, if so,	Yes
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A - Yes B - None See Below

REMARKS, REPAIRS, Etc. (Contd.) carefully examined port and starboard. A fracture in a welded butt of the upper reinforcing bar on the port side was discovered. This was cut out and electrically welded. In view of this fracture having been discovered, it is recommended that the present condition relating to the sternframe reinforcing be continued. Sundry minor repairs satisfactorily completed.

Condition 'A'. "Sternframe solepiece (electrically welded and reinforced 12-56 and previous to be specially examined at next dry docking". See under heading of "Sternframe Stiffening" in report.

Survey Fee

Second Surveyor's Fee (if any)

Special ~~Damage~~ Repair Fee (if any) £21. 0. 0.

Date when A/c. Rendered

Travelling Expenses (if chargeable)

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