

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 25 - 10 - 1960 When handed in at Local Office 26 - 10 - 1960 Port of Belfast.  
No. in Survey held at Lough Swilly Donegal, Eire. Date, First Survey and Last Survey 21 - 10 - 1960  
Reg. Book 58577 on the Wood, Iron or Steel N.V. "DILOMA".  
TONNAGE: GROSS 8080, UNDER DECK 4645, NET 4645  
Built at Birkenhead. By whom Lamrell Laird & Co. Ltd. When 1939. MONTH 5.  
Owners Shell Tankers N.V. Owners' Address (If not already recorded in Appendix to Register Book)  
Managers Port belonging to The Hague

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage  
Cell D Bor DBa 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. 12812 Port SKm.

Periodical Surveys, when held, must be reported in detail and ariatum 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. It was stated a survey was made at Stockholm also 2. Blasen (S) letter dated 20/10/60. and an Intern Cert. B. issued.

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.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Damage Report requested, copy herewith.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage, stated due to grounding at Flaxenwik, Stockholm, on 11th October, 1960, whilst on a voyage Rotterdam to Stockholm in loaded condition.

Ship examined afloat.

Found.

Recommended.

Damage located at lower bilge stake, S.S. fwd.

Shell plates and frames numbered from aft.

No. 2. tank (from fwd).

1) Plate D.11. (runs into No. 1. tank), indented generally, heavily.

2) Frame No. 145, and shell back bar, buckled.

3) Frame No. 145 bilge bracket buckled slightly.

4) Frame No. 144 and shell back bar, buckled.

To be part renewed, length 10 ft. approximately.

To be part renewed.

To be removed faired and riveted.

To be part renewed.

(P.T.O.).

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

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		State, if examined	

## General Observations, Opinion as to Class, Recommendation, &amp;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 ship, so far as now seen, is eligible, in my opinion, to remain as classed, without record, (subject to set in stroke shell plating, frames, etc., starboard side forward in way of No. 2+3 tanks being repaired at next drydocking) and to any other condition at present attached to her class being dealt with as previously recommended.

Survey Fee (per Section 23)	£	✓	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)	£	21	:	0	19.
Travelling Expenses (if chargeable)	£	3	:	13	19.
Second Surveyor's Fee (if any)	£	✓	:	:	

Committee's Minute

TUESDAY 22 NOV 1960

Character Assigned

Deferred for drydocking (subject)

William Alcorn  
Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation



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- |                                                                                          |                                                   |
|------------------------------------------------------------------------------------------|---------------------------------------------------|
| 5) Frame No. 144, bilge bracket buckled slightly.                                        | To be removed faired and riveted.                 |
| 6) Frame No. 143, angle, buckled.                                                        | To be removed faired and riveted.                 |
| 7) Plate D10, indented generally at aft end.                                             | To be part renewed, 12 ft. approximately.         |
| 8) Frame No. 137, angle, buckled.                                                        | To be part renewed.                               |
| 9) Frame No. 136, angle, buckled.                                                        | To be part renewed.                               |
| 10) Frame No. 135, angle, buckled.                                                       | To be part renewed.                               |
| 11) Bulkhead on fr. 134, wearing/wing plate and shell bar buckled.                       | To be part renewed, plate 6' x 5', approximately. |
| 12) Plate D9, indented generally, lightly.                                               | To be removed, faired and riveted.                |
| No. 3. tank, (from fwd.)                                                                 |                                                   |
| 13) Fram. bulkhead outboard stiffener and bracket buckled (fr. 134).                     | To be renewed.                                    |
| 14) Bulkhead (fr. 134) shell bar buckled.                                                | To be part renewed, 6 ft. approximately.          |
| 15) Frame No. 133, angle, buckled.                                                       | To be renewed.                                    |
| 16) Frame No. 133, bilge bracket buckled.                                                | To be renewed.                                    |
| 17) Frame No. 127, angle, buckled.                                                       | To be renewed.                                    |
| 18) Frame No. 127, bilge bracket, buckled slightly.                                      | To be removed, faired and riveted.                |
| 19) Plate D8, indented lightly at fore end.                                              | To be released and faired in place at F.E.        |
| Piping to be removed as necessary for access and replaced afterwards, in good condition. |                                                   |
| Shell and bulkhead plating to be tested upon completion of repairs.                      |                                                   |
| New and disturbed work to be coated as necessary.                                        |                                                   |

The above recommendations were made in order to restore the ship to the same condition she was in before the alleged casualty.

The Owner's Representative requested repairs be deferred until next drydocking.

The structure as now examined is sound.

The structure, as now examined, is sound.  
In my opinion, the request merits the favourable consideration of the Committee.

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

## ANCHORS.

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 Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent, state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

If Stockless, state Mechanical Test.

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

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.