

Rpt. 8

Port CARDIFF

No. 60247

Date of writing Report 17th September, 1957

When handed in at Local Office 18/9/57

Received London 20 SEP 1957

Survey held at CARDIFF.

No. of Visits 3

First Date 27th Aug 19 57

Last Date 3rd Sep 19 57

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.

15918

on the Iron or Steel

S.S. ~~SES~~

"JULIAN PRESA"

Tons gross 1599

Built at Glasgow

By Whom D. & W. Henderson & Co. Ltd.

When Year 1930 Month 11

Owners Aniceto Urain & Lucio Zatica

Owners' address (If not already in R.B.)

Puerto Limon.

Managers -

Port of Registry

Surveyed Afloat or in Drydock Drydock

Name of Dock East Drydock.

Date of last examn. in Drydock 3.9.57

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

Last Report: No. 12110

Port 13/80

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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
* 100 A1	* LMC
8,56	3,54
s.s. Bbo. (Dr) 3,54	B.S. 6,56
	C.L. 6,55
	sps. 3,54
	Machy, aft. 0.F. 5,54

Give dates and references to any letters relating to this Report Classn(S) 19/8/57 & 22/8/57

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 - ft - ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Annual Docking and Repairs.

Nos. 1, 2 and 3 double bottom tanks were cleaned and examined internally.

Found skeleton floor bottom frames, reverse frames and brackets badly wasted, buckled and temporary bolts slack, side keelson intercostal plates badly wasted, centre keelson top bars and butt rivets slack.

Bottom shell plate inner surfaces and rivet heads wasted.

Bottom shell plating grooved at heel of bottom frames A, B and C. strakes port and starboard, keel and bottom rivets wasted and C.6 starboard plate holed in way of a pitting.

The following permanent repairs were recommended:-

Renew all bottom shell plating in way of Nos. 1 and 2 double bottom tanks and forward 25% of No.3 double bottom tank.

In way of the foregoing, renew all skeleton floors, side keelson intercostals, part solid floors and tank top, rivet centre keelson and part renew keel rivets forward.

The Owners stated that they did not wish to carry out permanent repairs at this port and asked us for recommendations to put the vessel in a fit state to proceed to a North East Coast of England or European port.

CONTINUATION on OVER/OR SHEET 2

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

Yes

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent? Yes

Yes

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 vessel, so far as now seen, is eligible in our opinion to remain as classed with fresh record of D.S. 9,57, subject to permanent repairs being carried out to the structure in way of Nos. 1, 2 and 3 double bottom tanks on completion of her present voyage to a repair port (North East Coast of England or West Coast of Europe) and to all other outstanding requirements being dealt with as previously recommended.

W. Henderson.
James D. J. King -
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

THURSDAY 3 OCT 1957

Deferred for Repairs but assign DS 9.57

NOTED FOR POSTING



© 2020

Lloyd's Register Foundation

30m. 3.55

White Lion. 4085 due 6.57
Ack. off

02208-002815-0171 1/2

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)	Nos. 1, 2, 3 Yes No
Hatchways, Covers, closing and securing appliances	Yes		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No No
Holds	Nos. 1, 2 & 3 Yes	Deep Tanks	None
Tween Decks	No	Oil Fuel Bunkers and Settling Tanks	No No
Fore Peak Spaces	No	Side Tanks	None
After " "	No	Wing Tanks	None
Engine Space	No	Other Tanks	No No
Boiler " "	No	Cargo Tanks (Tankers)	None
Under Engines and Boilers	No		
Tunnel and Well	No	Cofferdams	None
Coal Bunkers	None	Pump Rooms	None
Chain Locker	No		
Other Spaces	No		
		Have Tanks now Examined been Cleaned as Necessary?	Yes
		Have Strums in Cargo Tanks (of Tankers) been removed?	None
		Have Tanks been Retested as necessary after completion of any Repairs?	No

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? **Yes**

Has steelwork had rust removed and afterwards been recoated as necessary? **No**

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

Has a Load Line Survey been held? **No** If so, state which

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:—		Condition for the proposed voyage	
Shell plating	Good	Ceiling and Cargo Battens	Good
" " in way of side scuttles	Not examined	Cement or Asphalt	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good
Decks	Good	Hatches and closing appliances	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good
Coamings and Casings	Good	Companionways and Skylights	Good
Beams and Fastenings	Good	Shell Openings	None
Frames	Good	Ash Shoots	None
Reverse Frames	Good	Overboard Discharges and Scuppers	Not examined
Longitudinals	None	Freeing ports	Good
Transverses	None	Steering Gear (Main and Auxiliary)	Good
Floors	Good	examined and found	Good
Keelsons	Good	Windlass examined and found	Good
Stringers	Not examined	Pumps " " "	Not examined
Inner Bottom Plating	Good	W.T. Doors " " "	Not examined
Bulkheads and Tunnel	Good		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **No** See Below

Shell plates E.3 and 4, F.4 and D.3 (p.s.f.) have been examined and found to remain efficient.

Nos. 1, 2 & 3 double bottom tanks have been examined and temporary repairs effected to shell riveting to enable the vessel to proceed on the proposed voyage.

At the time of writing this report the vessel is out of service and moored in Cardiff Docks.

Survey Fee _____ Second Surveyor's Fee (if any) _____

Special ~~Docking~~ Repair Fee (if any) **£ 12.12.0.** Date when Alc. Rendered **9 Sept 1954**

Travelling Expenses (if chargeable) _____

Rpt. 9a

Port of **C A R D I F F**

Continuation of Report No. **60247** dated **19 Sept 1954** on the

s.s. "JULIAN PRESA".

The following temporary repairs were effected:—

Leaking and slack keel and bottom rivets, approximately 60 welded.

A patch doubling plate was welded in way of holed shell plate C.6 starboard.

It is recommended that bottom shell and structure in way of Nos. 1, 2 and 3 double bottom tanks be permanently repaired on completion of the present voyage to a North East of England or European repair port.

