

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London  
1 APR 1963

REC'D NEW YORK MAR 7 1963

Ship's Name ~~SSMS~~ "E. W. SINCLAIR" Gross tons 10907

Is there a rpt. 9? No Port Galveston Rpt. No. 7477

No. of visits Three First date Feb. 22 Last date Feb. 26, 1963

Interim Cert. issued & copy herewith? No Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 2610 - feb.

Date of completing rpt. March 5, 1963 Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D. -

Has a Load Line Survey been held? No Freeboard Marks verified -

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees \$150.00 Damage fee - Expenses \$10.00

S.A. fee -

I have surveyed the above ship in accordance with the Rules for Recommendation for repairs. Survey requested by the Owners Representative to recommend repairs to vessel's main cargo tanks, due to reported fractures in internal members.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Now Done - All cargo tanks examined internally and the following repairs and renewals were recommended:-

No. 1 Port Cargo Tank

Vertical web of after shell transverse fractured in way of No. 10 shell longitudinal from top - to be cropped and part renewed. After diagonal strut (wasted) to be renewed.

No. 1 Centre Cargo Tank

After bulkhead vertical web stiffener to renew (thin and buckled). Minor fractures in bottom transverse flanges to vee out and weld.

No. 1 Starboard Cargo Tank

Nos. 2, 6, 7 and 8 shell longitudinals from top to renew (wasted).

No. 2 Port Cargo Tank

All underdeck longitudinals and transverses to renew (wasted).

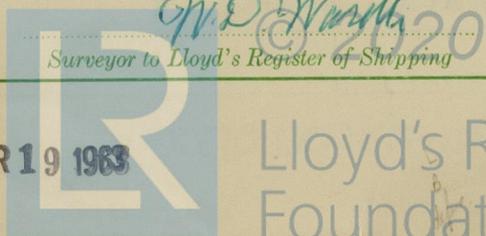
I recommend that this ship remain as classed ~~with~~ without fresh record of dry docking, subject to repairs being dealt with as stated.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

NEW YORK MAR 19 1963  
Deferred for SS.



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JCK 11/3

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

002870-002875-0147 1/2

pressure test this should be stated.

measure engine crank cases and arrangements with

Shell longitudinals No. 1, 2, 3, 4 and 5 from top (wasted) to renew.

No. 2 Centre Cargo Tank

All underdeck shell longitudinals to renew (wasted).

Shell longitudinals No. 1, 2, 3, 4 and 5 from top (wasted) to renew.

Fracture in forward bottom transverse at connection to centre line keelson to be vee out and welded.

No. 2 Starboard Cargo Tank

All underdeck longitudinals (wasted) to be renewed.

No. 3 Port Cargo Tank

All under deck longitudinals and fore and after transverses to renew (wasted).

Two horizontal and two diagonal struts (wasted) to be renewed.

Shell longitudinals No. 1, 2, 3, 4, 5 and 6 (wasted) to be renewed.

No. 3 Centre Cargo Tank

All underdeck longitudinals and forward and after deck transverses (wasted) to be renewed.

No. 3 Starboard Cargo Tank

All underdeck longitudinals (wasted) to be renewed (wasted).

Shell longitudinals No. 1, 2, 3, 4 and 5 from top (wasted) to be renewed.

Forward top diagonal strut fractured, to be repaired as found necessary.

No. 3 Starboard Cargo Tank (Cont.)

Forward and after horizontal struts fractured at outboard connections, to be repaired as found necessary.

After bottom diagonal strut fractured at inboard connection, to be repaired as found necessary.

After bottom shell transverse fractured at outboard connection to web bracket, to be vee'd out, welded and re-inforcing plate installed.

No. 4 Port Cargo Tank

All underdeck longitudinals and transverse beams (wasted) to be renewed.

Horizontal and diagonal struts fractured at connection to transverse webs - to be rewelded and re-inforcing bosom plates installed.

No. 4 Center Cargo Tank

All underdeck longitudinals and transverse beams (wasted) to be

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Ship's Name SS/~~MS~~ "E. W. SINCLAIR"

Port Galveston Rpt. No. 7477

renewed.

No. 4 Starboard Cargo Tank

All underdeck longitudinals and transverse beams (wasted) to be renewed.

No. 5 Port Cargo Tank

All underdeck longitudinals and transverse beams to be renewed (wasted).

No. 5 Centre Cargo Tank

All underdeck transverses and longitudinals (wasted) to be renewed.

After bottom transverse fractured at port and starboard sides at connection to longitudinal bulkhead and centre keelson, to be veed out, welded and re-inforcing plates installed.

No. 5 Starboard Cargo Tank

All underdeck longitudinals (wasted) to be renewed.

Shell longitudinals No. 1, 2, 3 and 4 from top (wasted) to be renewed.

After diagonal strut (excessively thin) to be renewed.

Forward diagonal strut (thin) to be renewed.

Centre horizontal strut (thin) to be renewed.

No. 5 from top bulkhead horizontal stiffener (wasted) to be renewed.

No. 6 Port Cargo Tank

Forward and after longitudinal bulkhead vertical web stiffeners (wasted and buckled) to be renewed.

All underdeck longitudinals and transverses (wasted) to be renewed.

Shell longitudinals No. 1, 2, 3, 4, 5 and 6 from top (wasted) to be renewed.

Forward and after transverse vertical webs at shell (wasted and buckled) to be renewed from deck to transverse bracket connections at 8 shell longitudinals.

Forward and after horizontal struts (wasted) to be renewed.

Fractures in forward bottom transverse in way of shell web connection, to be veed out, welded and re-inforcing plate installed.

No. 6 Centre Cargo Tank

All underdeck longitudinals and transverses (wasted) to be renewed.

Three vertical web stiffeners at transverse bulkhead (wasted and buckled) to be renewed.

Bottom transverse brackets to vertical webs of longitudinal bulkheads, 10'-6" off centreline, port and starboard (wasted and buckled) to be renewed.

Bottom transverses forward and after fractured at connecting brackets to longitudinal bulkhead and centreline keelson (a total of eight fractures).

Fractures to be veed out, welded and re-inforcing plates installed.

No. 6 Starboard Cargo Tank

All underdeck longitudinals and transverses (wasted) to be renewed.

Shell longitudinals No. 1, 2, 3, 4 and 5 from top (wasted) to be renewed.

No. 7 Port Cargo Tank

All underdeck longitudinals (wasted) to be renewed.

Forward and after top diagonal struts and forward and after horizontal struts, fractured at connection to vertical webs, to be re-welded and bosom plates installed.

Forward and after transverses fractured in way of inboard web brackets - to be veed out and welded and re-inforcing plates installed.

No. 7 Centre Cargo Tank

All transverse bulkhead vertical web stiffeners (wasted and buckled) to be renewed.

Underdeck transverses forward and aft (wasted) to be renewed.

Six (6) underdeck longitudinals (wasted) to be renewed.

No. 7 Starboard Cargo Tank

All underdeck longitudinals and transverses (wasted) to be renewed.

Shell after vertical web fractured in two locations, to be veed out and welded.

Forward horizontal strut fractured at inboard connection to vertical web - to be veed out and welded.

Forward and after bottom transverses fractured at connection to vertical web brackets, port and starboard sides, to be veed out, welded and re-inforcing plates installed.

No. 8 Port Cargo Tank

Horizontal and diagonal struts (thin) to be further examined and dealt with as found necessary.

After top diagonal strut fractured at connection to after transverse web (to be welded and bosom plate installed).

Shell longitudinals No. 2, 4 and 5 from top (wasted) to be renewed.

No. 8 Centre Cargo Tank

Forward and after transverses fractured at connecting brackets to longitudinal bulkhead and centre keelson (8 fractures) to be veed out, welded and re-inforcing plates installed.

No. 8 Starboard Cargo Tank

All bulkhead longitudinal stiffeners (wasted) to be renewed.

Shell longitudinals No. 1, 2, 3, 4 and 5 (wasted) to be renewed.

Two diagonal struts (wasted) to be renewed.

Keel plating

Cement box installed over pitted area of keel plating in way of No. 6 and 8 centre cargo tanks. Cement boxes to be removed, plating examined and renewed as found necessary.

The following main deck shell plates, previously drilled were found below the minimum thickness:

"E" Strake - No. 4, 6, 8, 11, 12 and 13 starboard side and No. 10 and 11 port side

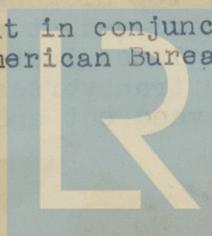
"B" Strake - No. 4 starboard side, and No. 5 and 12 port side. It was recommended these plates be renewed.

Examination of the shell plating, peak tank, double bottom tanks, deep tanks, pump room, machinery and boiler spaces were not made at this time, as only survey of cargo tanks internals were requested at this time.

The foregoing recommendations were made to place the vessel in a suitable condition for a new record of Special Survey.

The Owners of the vessel have now stated the vessel will be laid up to await their decision in carrying out the necessary repairs.

Note: The survey was carried out in conjunction with the U.S. Coast Guard Inspectors and the American Bureau of Shipping Surveyors.



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