

Rpt. 8

REC'D NEW YORK MAR 21 1958

Date of writing Report 11. 2. 58

When handed in at Local Office

Port

No. 5249

Survey held at Willemstad, Curacao, N.A.

No. of Visits 2

First Date 7. 2. 19 58

Received London

3 APR 1958

Last Date 10. 2. 19 58.

# REPORT OF SHIP SURVEYS AND REPAIRS

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

R.B.

on the ~~STEEL~~ <sup>SS</sup> Steel M.S. "RECENT JAGUAR"

Tons gross 8133

Glasgow

By Whom Blythswood S. B. Co. Ltd.

When 1941 Year 8 Month

Bowring S. S. Co. Ltd.

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

C. T. Bowring & Co. Ltd.

Port of Registry London

Atfloat or in Drydock Both

Name of Dock Beatrix

Date of last examn. in Drydock 10. 2. 58

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

Report: No. 16200

Port Bel

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

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

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100AL	11,57	+LMC cs	6,53
ss. Grk.	6,53	d	11,57
Carrying Petroleum in bulk.		CL	11,57
		sps	9.52

References and references to any letters relating to this Report

In cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined. Rpt. attach.

Freeboard as marked on ship and now verified

ft ins

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

REASON AND REPAIRS AS PER RULE FOR Docking for Grounding.

Ordered on board at request of Lloyd's Agents on account of damage stated sustained due to stranding from 12th to 14th January 1958 at Breves River entrance whilst on voyage from Puerto La Cruz, Venezuela to Menaos, Brazil. In February 1958 the vessel then lying in Beatrix Drydock the Undersigned made examination and:-

- Counted from aft: FOUND RECOMMENDED
- No.9 centre girder buckled slightly at fore end over approximate length of 6'0". To be cropped and part renewed.
  - No.6 centre girder buckled slightly at after end over approximate length of 6'0". To be cropped and part renewed.
  - No.5 centre girder buckled slightly at fore end over approximate length of 3'0". To be cropped and part renewed.
  - Keel plate from forward set up at fore end of No.9 tank. To be cropped and part renewed.

CONTINUATION OVER/OR SHEET 2

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items

Have you also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to

When will the Report be sent? Now

Has Interim Certificate been issued? Yes

RECOMMENDATIONS, 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".

Vessel so far as now seen is eligible in my opinion to be retained as now classed with fresh record of 1,55 subject to centre girders in tanks Nos.9, 6 and 5 and 2nd keel plate being specially examined or dealt with at next Drydocking.

*W. P. Thomas*

Surveyor to Lloyd's Register of Shipping

TUESDAY 9 APR 1958

Deferred for S.S. (by 6.58)

Sub DS 2.58, subject DCB

Noted for Under



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Lloyd's Register Foundation

003706-003711-019612

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR 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		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (Indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After " "		Wing Tanks		
Engine Space		Other Tanks		
Boiler " "		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers				
Chain Locker		Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?  
 Have the bilges been cleaned out and examined?  
 Has steelwork had rust removed and afterwards been recoated as necessary?  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?  
 Has a Lead Line Survey been held? If so, state which  
 Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached  
 Have any alterations to the approved scantlings and arrangements now been effected? 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

TABLE 2

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

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary) examined and found	" length mean diam. (on board)
Floors	Windlass examined and found	" Rule Length Size
Keelsons	Pumps " " "	Hawsers and Warps
Stringers	W.T. Doors " " "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee  
 Sunday Fee 111.00  
 Special Damage or Repair Fee (if any) 300.00  
 Travelling Expenses (if chargeable) 20.00  
 Second Surveyor's Fee (if any)  
 Date when A/c. Rendered

pt. 9a.

REC'D NEW YORK MAR 21 1958

APR 1958 on the

Continuation of Report No. 5349 dated

M.V. " REGENT JAGUAR "

FOUND

RECOMMENDED

Bilge strake on starboard side fractured just forward of after pump room forward bulkhead over 6" vertically.  
 To be cropped and part renewed.  
 Approximately 950 rivets, in scattered locations, slack.  
 800 rivets to caulk and 150 to weld.

Now Done:-

Fracture in starboard side bilge strake drilled at ends, fracture veed out and welded.  
 800 rivets caulked and 150 rivets welded.  
 Centre girders in tanks Nos. 2, 6 and 5 and 2nd keel plate to be specially examined or dealt with next Drydocking.

*W. J. Jones*