

Rpt. 8

Date of writing Report December 28/59 When handed in at Local Office Received London
Survey held at Port of Spain anchorage No. of Visits Two First Date Dec 26/ 1959 Last Date Dec 27/ 19 59

WRECK
SECTION

REPORT OF SHIP SURVEYS AND REPAIRS

WRECK
SECTION

No. in R.B.

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

27122 on the Iron or Steel S.S. REGENT HAWK
Built at Wallsend By Whom Swan, Hunter & Wigham Richardson Tons gross 8169
Owners Regent Petroleum Tankship Co., Ltd Owners' address (If not already in R.B.)
Managers Port of Registry London Year 1945 Month 7
Surveyed Afloat or in Drydock Afloat Name of Dock Date of last examn. in Drydock

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

Last Report: No. 116278 Port. Msc
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				Machinery	
Date of Special and of Drydocking Surveys, etc.					
+ 100A1	D	6/59		+ IMC	6/56
	SS	6/56		M	6/59
				CL	9/57
				Sps	6/56

Give dates and references to any letters relating to this Report. None

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 HULL LEAKAGE

It was stated that slight ingress of sea water had occurred in the No. 4 port cargo tank whilst the vessel was loaded, however after discharging at Cardiff no signs of leakage were found. On December 16/59, whilst on a voyage in ballast from Cardiff to Trinidad, the vessel was observed to be listing and it was found that No. 4 port cargo tank contained salt water. This was pumped out and leakage was found to be taking place through a fractured bottom shell plate. A piece of jointing was fitted over the fracture and held in place with a wood shore.

Upon examination of the No. 4 Port cargo tank the bottom shell plate E-7 was found to be fractured transversely for approx 4'-0 between frames 101 and 102. (The shell expansion drawing showed that an external doubler plate had been fitted under plate E-7, port side, between frames 98 and 102). It appeared that the fracture was in line with the forward edge of this doubler plate.

At this time a heavy concrete box, 10'-0 x 6'-0 x 1'-6, was fitted over the full width of plate E-7 and extended on to each adjacent rivetted strake.

SPECIAL REASONS LIST. It was recommended that the fractured bottom shell plate E-7, in way of No. 4 port cargo tank, be dealt with as necessary at the next drydocking.

CONTINUATION 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?

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

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

Has Interim Certificate been issued?

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 to remain as now Classed without fresh record of survey, subject to the fractured bottom shell plate E-7, in way of No. 4 port cargo tank, being dealt with as necessary at the next drydocking and to any other outstanding conditions.

Surveyor to Lloyd's Register of Shipping
C.G. Purvis

Date of Committee

Minute

TUESDAY 2 - FEB 1960

As now subject to

Noted for Header

003764-005717-0122

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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 "				
Under Engines and Boilers		Cargo Tanks (Tankers)		
Tunnel and Well				
Coal Bunkers		Cofferdams		
Chain Locker				
Other Spaces		Pump Rooms		
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums 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 cement in bottom been 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 Load 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—Yes.

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)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq)-and attach.

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

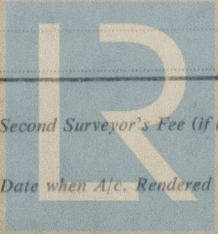
See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee \$200.00 W.I.

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) \$10.00 W.I.



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Second Surveyor's Fee (if any)

Date when A/c. Rendered

Dec 29/59