

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29th April 1947

When handed in at Local Office 19

Port of LISBON

No. in Reg. Book

Survey held at Lisbon

Date, First Survey

Last Survey 19

(No. of Visits)

on the ~~Wood~~ ~~Iron~~ ~~or~~ Steel M/T. "SAMEIRO"

YEAR. MONTH.

When 1946/47

TONNAGE:—

GROSS 8200

UNDER DK.

NET

Built at Lisbon (Alfeite)

By whom Arsenal do Alfeite

Owners Cia. Nacional de Navegação.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to Lisbon

Managers

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

Cell DBor 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.

Port

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Survey 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.

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 yes not required

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N. B., if any).
LOCAL	
Class contemplated	
Carrying Petroleum in bulk.	

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

Was a damage report made by anyone else? if so, by whom? NO

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, caused during launching operations between the 28th. August 1946 and 12th. September 1946.

Preparations were made to launch the vessel on the 28th. August 1946 at 5.15 pm. There was a short delay owing to trouble with the jacks and at 6.10 pm. the vessel began to move down the ways very sluggishly. As soon as the after end entered the water the vessel began to slow down and finally stopped with frame No. 78 in line with the end of the fixed ways, or with nearly half the length of the vessel overhanging the ways.

Efforts were made to complete the launching on the 29th. August during both the morning and afternoon tides without success.

It was decided to postpone further attempts until the next high tides about the 10th. September 1946. In the interval the vessel was to be shored at centre and sides and the ways prepared with

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	22	-	-	3 part	-	-	-	(p.t.o.)
Removed and Fair'd or Repaired ... ..	18	10	-	-	-	-	-	
Fair'd or Repaired in place ... ..	6	-	-	2	-	-	-	

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

General Observations, Opinion as to Class, Recommendation, &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."

Forwarded for the information of the Committee.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

Deferred awaiting F.E. rpt.

Surveyor to Lloyd's Register of Shipping.

FRI. 16 APR 1948

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to



Motor Tanker "SAMEIRO"

Transverse plates on frames 138 and 142 faired in place and 3 stiffeners of same removed, faired and replaced.

After bracket and bulkhead angle to No.1 longitudinal frame renewed.

After bulkhead faired in place at bottom in way of No.1 longitudinal.

(3) REPAIRS TO DAMAGE CAUSED BY BUOYANCY CYLINDERS.

Port side : Shell plates D3 and E6 removed faired and replaced.

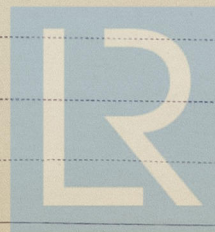
Starboard side: Shell plates E6 and E8 removed faired and replaced.

Several minor indents in shell plating aft faired in place.

On completion of the above repairs in dry dock the No.5 Centre Cargo Tank was filled with water to the top of the hatch coaming on the trunk and no leakages were noted. The dry dock being urgently required it was not possible to carry out the complete re-testing at this time. All tanks in which repairs were effected were partially filled to a depth of 15' and repairs aft in way of E.R. were hose tested.

The re-testing of the tanks has been postponed until the cargo pumping arrangements are completed.

*Shrim*



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