

Date of writing Report 3.2.61 When handed in at Local Office Received London
Survey held at Bizerta (Tunisia) No. of Visits First Date 19 Last Date 19

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. 63701 on the Tanker "H A V L I D E" Tons gross 10,152
Built at Malmo By Whom Kockums M/V A/B When 1941
Owners A/S Havlide & A/S Herdebred Owners' address
Managers O. & H. Holta A/S Port of Registry Skien
Surveyed Afloat or in Drydock afloat Name of Dock French Naval Dockyard Bizerta (Tunisia) Date of last examn. in Drydock 5.60

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

Last Report: No. 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.

Table with columns: SHIP'S CLASS, Date of Special and of Drydocking Surveys, etc., Machinery. Rows include Oil Tanker, S.S. (DR), D.S., and C.L. IO/58 N.

Give dates and references to any letters relating to this Report. Ldn ltr to Algiers copy to Marseilles 13.12.60

Chief Eng. Surveyors records. 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. Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR EXAMINATION & RECOMMENDATIONS FOR TEMPORARY REPAIRS to allow the ship to be towed as a hulk from Bizerta (Tunisia) to the Port of Piraeus.

Damage :- Stated to have been caused by fire in the engine room compartment 7th December, 1960 whilst in Load Condition en route little Aden to Dakar.

- Found :- - 1 - The engine room and all other compartments and accomodation including bridge and navigation rooms etc., from the forward engine room bulkhead, and contained within all poop deck houses etc., all devastated by fire, and decks corrugated.
- 2 - Engine room flooded to about 6'-0" depth.
- 3 - Mainmast shrouds port side slackened and guard rails in way Bent.
- 4 - Soft nosed stem plate indented and slightly holed at about 22'-0" waterline.
- 5 - Port and Starboard anchors missing, no chain cables port side, 42'0" only Star Side.
- 6 - I strake No.5 starboard side at its aft end fractured about 2'-0" in length.
- 7 - The Centre Line Cargo Tanks dry, and Port and Starboard tanks ballasted as follows :-
- Starboard No.1 125T, No.2 207T, No.3 345T, No.4 1147T, No.5 870T.
- Port No.1 70T, No.2 150T, No.3 440T, No.4 1130T, No.5 944T.

RECOMMENDED. Poop and Stern Section of Ship :- - 1 - All loose gear, i.e. machinery spare parts, etc., to be secured fast to limit movement in a seaway whilst under tow.

SUMMARY OF DAMAGE REPAIRS table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Inner Bottom Plates, Deck Plates, Beams, Other Items. Rows: 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".

It is submitted this ship as far as now seen can be considered to be in a condition to be towed, as a hulk from Bizerta to the Port of Piraeus, weather permitting as now ballasted at convenient speed all towing arrangements not being the responsibility of this Society.

Surveyor to Lloyd's Register of Shipping J. BOYLAN for Mr. BEAUVAIS (Act. Surveyor) and Self.

Date of Committee TUESDAY 11 APR 1961
Minute

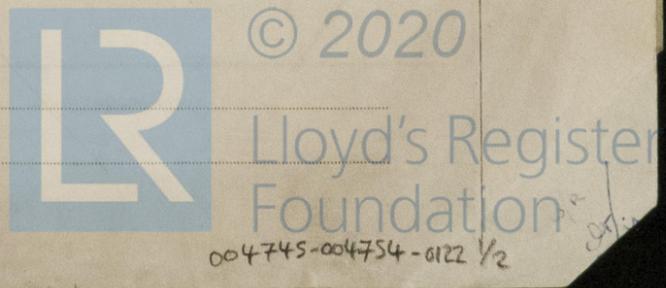


TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined YES NO or NONE	SURVEY		
		Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	no	F.P. Tank	no	no
Rudder lifted	no	A.P. "	"	"
Weather Decks, Superstructures and Casings	except for aft superstructures & deck houses good	D.B. Tanks (indicate Oil Fuel and Cofferdams)	"	"
Hatchways, Covers, closing and securing appliances	good	Fresh Water Tanks	"	"
Ventilator coamings, skylights, companionways and closing appliances	good	Deep Tanks	"	"
Holds	none	Oil Fuel Bunkers and Settling Tanks	"	"
'Tween Decks	not exam'd	Side Tanks	"	"
Fore Peak Spaces	good	Wing Tanks	"	"
After "	not exam'd	Other Tanks	"	"
Engine Space	see report over	Cargo Tanks (Tankers)	"	"
Boiler "	not exam'd	Cofferdams	"	"
Under Engines and Boilers	not exam'd	Pump Rooms	"	"
Tunnel and Well	" "			
Coal Bunkers	none			
Chain Locker	not exam'd			
Other Spaces	not exam'd			

Have Tanks now Examined been Cleaned as Necessary? no
 Have Struts in Cargo Tanks (of Tankers) been removed? no
 Have Tanks been Retested as necessary after completion of any Repairs? ---
 Have the spaces now surveyed been cleared and cleaned as necessary? no
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? 1
 Have the bilges been cleaned out and examined? no
 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? no
 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? --- 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	good	Ceiling and Cargo Battens	none	Sluice Valves examined and found	not exam'd
" " in way of side scuttles	"	Cement or Asphalt	not exam'd	Air and Sounding Pipes	" "
Rudder and Sternframe	not exam'd	Cargo and other Hatchways	except as stated in table 1 good	Doubling Plates under Sounding Pipes	" "
Decks	See above good	Hatches and closing appliances	"	Masts and Rigging examined and found	good
Superstructures and their closing appliances	excepting as stated in table 1 good	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	good	Companionways and Skylights	---	Chain Locker	not exam'd
Beams and Fastenings	not exam'd	Shell Openings	not exam'd	EQUIPMENT	
Frames	" "	Ash Shoots	none	Equipment Letter	---
Reverse Frames	" "	Overboard Discharges and Scuppers	none exam'd	Anchor, No. of	Condition
Longitudinals	" "	Freeing ports	none	Cables (State if now ranged and examined)	---
Transverses	" "	Steering Gear (Main and Auxiliary)	---	" length	mean diam.
Floors	" "	examined and found	---	" Rule Length	Size
Keelsons	" "	Windlass examined and found	not exam'd	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.)

Poop & Stern Section of Ship (Cont'd) :-
 - 2 - All sea valves etc., to be proved shut, and overboard discharges where practicable to be plugged with wood plugs from outside in way of shell openings.
 - 3 - Poop front bulkhead and engine room entrances in casings to be closed or blanked weathertight, as also engine room sklight and all side lights etc..
 - 4 - Rudder to be secured fore and aft on centre line.
 - 5 - Crack in shell plate "I" strake No.5 to be stop drilled at its limit ends.
 (Cont'd.....)

Survey Fee NF 900,00
 Special Damage or Repair Fee (if any) 140,00
 Special attendance 1025,78
 Travelling Expenses (if chargeable) 2065,78
 Second Surveyor's Fee (if any) ---
 Date when A/c. Rendered 22.3.61

27 MAR 1961

Rpt. No.

Port of MARSEILLES

Continuation of Report No. I3002 dated 3.2.61

on the

M.V. "HAYLIDE"

Cargo Tank Spaces :-

- 1 - All cargo Tanks Port & Starboard as stated ballasted to be maintained thus (London approval cable I3.I.6I) all others maintained dry and valves shut.
- 2 - All cargo tank hatch covers to be closed watertight.
- 3 - Mainmast port shrouds to be adjusted tight and proved efficient.
- 4 - Cement box to be fitted in way of damage referred to in soft nose stem.

The foregoing recommendations were examined after completion and considered to be satisfactory.

J. BOYLAN
 Surveyor to Lloyd's Register of Shipping,
 for Mr. BEAUVAIS (Acting Surveyor) & Self.

