

Rpt. 8

Port LONDON

143696

Date of writing Report 26.10.60

When handed in at Local Office 26.10.60

Received London 110 NOV 1960

Survey held at LONDON

No. of Visits 2

First Date 19.10.1960

Last Date 20.10.1960

REPORT OF SHIP SURVEYS AND REPAIRS

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

WRECK
SECTION
No. 213A

No. in R.B. 78056

S.S.

"SAN ELISEO"

Tons gross 8210

on the Iron or Steel M.S.

By Whom

Lithgows Ltd.,

When

Built at Port Glasgow

Owners Eagle Oil & Shipping Co. Ltd.,

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

Port of Registry

LONDON

Managers

Surveyed Afloat or in Drydock Drydock

Name of Dock Royal Docks

Date of last examn. in Drydock 20.10.60

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

Last Report: No. 12904

Port

ALG

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1 oil tanker	3.60.	+LMC CS	1.58.
SS (Dr)	1.58.	Aux B	3.60.

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

Yes Owners

Freeboard as marked on ship and now verified

ft ins

Representative not required

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

No

EXAMINATION AND REPAIRS AS PER RULE FOR DRYDOCKING

Condition of Class

(1) 'A' strake of shell plating in way of forward deep tanks P&S

(2) set in shell plating and structure in way of aft pump room.

Found and now done for item (1) Plates numbered from aft

Damage stated to have been caused by contact with the breakwater at Natal, Brazil on the 8.6.60.

Found No's 1,2 & 3 keel plates indented and slightly set up 'A' strake plate No's 1,2, & 3 port and starboard indented with framing in way slightly set in with plate No. 2 starboard side holed.

Internal cement boxes had previously been fitted and at the time of examination the tank was full and the shell tight. As a precautionary measure a local welded patch doubler was fitted closing holed plate.

Found and now done for item (2)

Set in shell plating and structure in way examined and found to continue efficient meantime.

CONTINUATION OVER/OR NEXT XX

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
SUMMARY OF DAMAGE REPAIRS								
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes
Now

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

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 ship so far as now surveyed is eligible in my opinion to continue as now classed with fresh record of drydocking 10.60. subject to wasted No. 1 keel plate aft and to indented shell plating keel and "A" strake port & starboard etc., in forward deep tanks and to indented shell plating etc., in after pump room port side being further examined and dealt with as necessary next drydocking before resuming trading.

L.B. Morris
Surveyor to Lloyd's Register of Shipping

L.B. MORRIS

Date of Committee

TUESDAY 29 NOV 1960

Minute

As now Subject

Noted for Header

160m.4.59 T. (MADE AND PRINTED IN ENGLAND)



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Lloyd's Register
Foundation

004769-004777-0307

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

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?..... Yes

Has cement in bottom been examined?.....

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?.....

Has a Load Line Survey been held?..... No

If so, state which.....

Have the shell and deck plating been drilled as per Rule?.....

Have any alterations to the approved scantlings and arrangements now been effected?.....

If so, Report 8(Dr) to be attached.....

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:—

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

Found and now done for item (2) Contd. During the course of the examination of the bottom, the keel coffin plate was found to be wasted at connection to sternframe. The Owners Representative requested that all permanent repairs be deferred as the ship is to be laid up in the Blackwater River and it is intended to drydock the ship for repairs prior to returning to service, as the ship continues efficient meantime this request in my opinion merits the favourable consideration of the Committee.

Second Surveyor's Fee (if any)

Date when A/c. Rendered

2 NOV 1960

This Cert
 "While
 understood
 inaccuracy
 or for any
 of the Soc
 (Cert. B)