

Rpt. 8

Port LONDON

No. 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. on the Iron or Steel M.S.

"SAN ELISEO"

Tons gross 8210

Built at Port Glasgow

By Whom Lithgows Ltd.

When

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.

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.

Give dates and references to any letters relating to this Report

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 & 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 SHEET XX

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? Yes Now

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

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

Has Interim Certificate been issued? Yes

## 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



© 2021

Lloyd's Register Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DRYDOCKING

Items	Now Examined		Tanks	SURVEY	
	YES	NO or NONE		Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank		
Rudder lifted	No		A.P. "		
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes		Deep Tanks	No	No
Hold			Oil Fuel Bunkers and Settling Tanks		
'Tween Decks			Side Tanks		
Fore Peak Spaces			Wing Tanks		
After " "			Other Tanks		
Engine Space			Cargo Tanks (Tankers)		
Boiler "			Cofferdams		
Under Engines and Boilers			Pump Rooms		
Tunnel and Well					
Coal Bunkers					
Chain Locker					
Other Spaces					
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? No					

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? \_\_\_\_\_ 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	<u>Efficient</u>	Ceiling and Cargo Battens		Sluice Valves examined and found	
" " in way of side scuttles		Cement or Asphalt		Air and Sounding Pipes	
Rudder and Sternframe	<u>Good</u>	Cargo and other Hatchways	<u>Good</u>	Doubling Plates under Sounding Pipes	
Decks	<u>Good</u>	Hatches and closing appliances	<u>Good</u>	Masts and Rigging examined and found	<u>Good</u>
Superstructures and their closing appliances	<u>Good</u>	Ventilators, their coamings and closing appliances	<u>Good</u>	Condition, how ascertained	<u>from deck</u>
Coamings and Casings	<u>Good</u>	Companionways and Skylights		(State if wedges removed)	
Beams and Fastenings		Shell Openings	<u>Good</u>	Chain Locker	
Frames		Ash Shoots		EQUIPMENT	
Reverse Frames		Overboard Discharges and Scuppers		Equipment Letter	
Longitudinals		Freeing ports		Anchors, No. of <u>3B</u> Condition	
Transverses		Steering Gear (Main and Auxiliary) examined and found	<u>Good</u>	Cables (State if now ranged and examined)	
Floors		Windlass examined and found	<u>Good</u>	" length <u>stated</u> mean diam. <u>complete</u>	
Keelsons		Pumps " " "		" Rule Length _____ Size	
Stringers		W.T. Doors " " "		Hawsers and Warps	<u>Efficient</u>
Inner Bottom Plating				State if any Anchors or Chain Cable have 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? No See Below \_\_\_\_\_

REMARKS, REPAIRS, Etc. (Contd.)

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.

Survey Fee \_\_\_\_\_  
 Cond of class £10.10.0.  
 Special Damage or Repair Fee (if any) \_\_\_\_\_  
 Travelling Expenses (if chargeable) 7.0.

© 2021 Lloyd's Register Foundation

Second Surveyor's Fee (if any) \_\_\_\_\_  
 Date when A/c. Rendered \_\_\_\_\_

LLOYD'S REGISTER  
 SURVEYORS  
 This Certificate is issued under the authority of the Board of Lloyd's Register of Shipping and is not to be taken as an endorsement of the accuracy of the information contained therein or for any other purpose.  
 (Cert. B)