

20 AUG 1965

Ship's Name ~~MS~~ "ALVA CAPE" LR 501308

Gross tons 11252 Port of Registry LONDON Port MALTA

Date of build 9/53 Is there a Rpt. 9? Yes Rpt. No. 3400

No. of visits 9 First date 23.7.65 Last date 6.8.65

Interim Cert. issued yes Damage rpt. issued No Last rpt. (H.Q. only) KRH 1118

&amp; copy herewith? B.-210 &amp; copy herewith?

Date of completing rpt. 15.8.65 Surveyed at, if different from Port above ---

Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 2.8.65

Has a Load Line Survey been held? No Summer freeboard as verified Not verified

State which additional Rpt. 8 is attached: (Comm); (PS); (DN); (M); (R)

Survey fees

Damage fee

Expenses £3 - 15 - 0d

D.S. £18 - 15 - 0d

W &amp; T Repairs £40 - 0 - 0d

S.A. fee £6 - 5 - 0d

I have surveyed the above-named ship in accordance with the Rules for

Docking Survey.

Wear & Tear repairs :

Rudder The rudder was found to be bearing hard on the sternframe skeg. Examination showed that the stock had dropped through the upper clamp which was badly worn. The recess in the stock for the clamp was lightly machined and the upper edge was re-cut. The clamp was renewed. The re-cutting of the upper edge of the recess necessitated the fitting of a 1/4" thick liner below the clamp. Upon completion the alignment and clearances were checked and the rudder turned in dry dock with satisfactory results.

Anchors :

The crown pins of the port and starboard bower anchors were found to be excessively worn and necked and were renewed at this time.

Shell plating The lower side shell plating in way of the engine room was found to be fractured at the toe of a stringer end bracket p & s.

The end brackets were removed, the shell fractures veed out and welded, the brackets replaced and an efficient pad to the shell fitted. On completion the repairs were hosed tested with satisfactory results.

Continued.....

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~without~~ fresh record of dry docking 8/65, subject to 135 fathoms of anchor chain cable (worn) being replaced to Rule Requirements at the earliest opportunity and to all other outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

MONDAY 29 NOV 1965

Minute

FOR CHAIRMAN  
CLASS. CTTEE

DS 8.65 subject (h)

TS 8.65 without speed (M)

Note TS + White M/LT (h)

Write DOWN (R)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



Note : It was noted that the keel and "A" strake p & s forward was slightly indented between floors, and it is submitted that this be recorded in the Appendix to the Special Reasons List, Category 2 (b).

Anchor chain cables :

Measurement of the anchor chain cable indicated that 9 - 15 fathom lengths were reduced to a mean diameter of  $2 \frac{3}{64}$ ". Of the remaining 13 - 15 fathom lengths,

8 were reduced to a mean diameter of  $2 \frac{5}{64}$ ",  
4 were reduced to a mean diameter of  $2 \frac{6}{64}$ ,  
and 1 was reduced to a mean diameter of  $2 \frac{8}{64}$ .

Replacement cable was not available at this time and it is recommended that 135 fathoms of anchor chain cable be replaced to Rule Requirements at the earliest opportunity.

The Owners' Representative was informed of the condition of the remaining 195 fathoms.

C.O. tank bulkheads :

Minor fractures in the transverse bulkhead between Nos. 1 and 2 centre tanks, and in the longitudinal bulkhead between No. 1 (p) and No. 2 (c) were satisfactorily dealt with.

Conditions of Class :

The Owners' Representative requested deferment of repairs to the outstanding conditions of class.

The indented shell plates K19, 20, L20 etc. (p.s. from aft) and the set in stem and stem plating were specially examined at this time and these are considered to remain efficient meantime. A hose test was carried out on the stem plating with satisfactory results. It is submitted that the Owners request receives the favourable consideration of the Committee and it is recommended that these conditions of class be retained in the S.R.L. as previously recommended.

Appendix

No repairs effected at this time to indented sheerstrake plates Nos. 5 & 6 (s.s. from aft). It is submitted that this item be presently retained in the Appendix.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Rpt. 8 (P.S.) TANKER

Ship's Name **MS "ALVA CAPE"** LR 501308

Port **MALTA**

D.S.

( ) Due --

Rpt. No. **3400**

In dry dock from **24.7.65**

In dry dock to **2.8.65**

Examined & condition

Examined & condition

Shell plating **Yes good**

Sternframe **Yes good**

Rudder **Yes good**

Was rudder lifted? **Yes**

Plating, etc. in way of shell openings **Yes good**

Side scuttles & deadlights

Overbd. scuppers & discharges

Hold

F.P. spaces

Chain locker

A.P. spaces **N. E.**

Engine space

Boiler space

Under E. & B. Cement, asphalt, etc., on btm. shell

Weather decks **Yes good**

\* Casings **Yes good**

\* Deckhouses **Yes good**

\* Superstructures **Yes good**

\* Skylights **Yes good**

\* Companionways **Yes good**

\* Hatchways **Yes good**

\* Ventilators **Yes good**

\* Air & sounding pipes **Above deck-yes good**

Doublers under sounding pipes **N.E.**

Steering arrangements (main) **Yes good**

" " (aux) **Yes good**

Windlass **N.E.**

Masts & standing rigging **N.E.**

Hand pumps & suction **N.E.**

W.T. doors **---**

Bulwarks, freeing ports, etc. **N.E.**

Gangways **N.E.**

EQUIPMENT:

Equipment letter **g + 2 5/16" S.Q.**

Anchors: No. on board **3B.**

State if ranged **Ranged & examined.**

Length on board **330 fathoms**

Mean dias. range from **2 5/64" to 2 7/32"**

Rule length **330 f. Dia. 2 5/16" (SQ)**

Mooring ropes **Sufficient.**

Other items: **---**

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
N.E.		F.P. Tank	N.E.	
		A.P. Tank		
		Deep Tank No. 1		
		" " No. 2		

For other tanks see overleaf

\* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS".



EXAMINED & CONDITION					TANKS	TESTED & CONDITION						
Port	Port	Ctre.	Stbd.	Ctre.		Starboard	Port	Port	Ctre.	Stbd.	Ctre.	Starboard
For W & T Reprs. G.	For W & T Reprs. G.				No. 1 Cargo tank							
	For W & T Reprs. G.				„ 2 „ „			For W & T Reprs. G.				
					„ 3 „ „							
					„ 4 „ „							
					„ 5 „ „							
					„ 6 „ „							
					„ 7 „ „							
					„ 8 „ „							
					„ 9 „ „							
					„ 10 „ „							
					„ 11 „ „							
					„ 12 „ „							
					Pump room forward							
					„ „ amidships							
					„ „ aft							
					Cofferdams							
					Structure around cargo suction pipe strums							
					O.F. bunkers							
					Settling tanks							
					D.B. tanks							
					D.B. cofferdams							
					Other items							
					Corrosion control							
					Anodes							

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