

005187-005193-0307 1/3

Ship's Name ~~SS~~MS "SAN FERNANDO" Gross tons 4925

Is there a rpt. 9? Yes Port Colombo Rpt. No. 5805

No. of visits 10 First date 4.11.64 Last date 9.12.64

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) KRA 485

Date of completing rpt. 26.1.65 Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D. -

Has a Load Line Survey been held? Yes Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) None

Survey fees Damage fee Expenses

Repairs Rs 420.00 Rs 45.00

S.A. fee Rs 100.00

I have surveyed the above ship in accordance with the Rules for Damage and Wear and Tear Repairs.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Damage

Damage 1.

Damage alleged to have been caused to the hull by fire in a cargo of coal in Nos. 1, 2 & 4 Holds on 1st November, 1964 and subsequently.

Damage 2.

Damage to the hull alleged to have been caused by heavy weather between 31st August 1964 and 3rd September 1964 and between 7th September 1964 and 10th September 1964 whilst on a ballast passage from Karachi to Laurence Marques, also on 24th and 25th September, 1964 whilst on a loaded passage from Laurence Marques to Colombo.

Damage 1.

The Master reported that at 08.30 hrs on 1st November, 1964 fire was noted in the coal cargo of No.1 Hold and later on the same day fire was noted in the coal cargo of Nos. 2 and 4 Holds.

(please see over)

I recommend that this ship remain as classed ~~with~~ without fresh record of dry docking Survey, subject to shellplating strakes H & J in way of frame No.68, port side, and strakes H & J in way of frames Nos. 71 and 73, starboard side and the main deck (temporarily repaired) being permanently repaired at the next dry-docking and before the end of April, 1965 and to any conditions of class at present outstanding 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

Minute

TUESDAY 23 MAR 1965

(B. Borkett)

Surveyor to Lloyd's Register of Shipping

As now subject
ABS 12. 64

FOR CHAIRMAN
CLASSN. CTTEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

On the initial visit on 4th November, 1964 fire was noted in the coal cargo of Nos. 1, 2 and 4 Holds. The fire in No.1 Hold was of some intensity and appeared to be seated, port side after end of hold; in No.2 Hold the fire was under control and appeared to be seated, port side forward end of hold; in No.4 Hold the fire was slight and completely under control, this appeared to be seated in the centre of this hold.

The Master and the Chief of the Colombo Port Commission Fire Brigade reported that the fire in No.1 Hold had shown no signs of abating since the extinguishing operations had started on 1st November.

It was then recommended that No.1 Hold be flooded so far as possible, i.e. bilge pumping to be stopped, in an effort to flood the fire as it appeared the water from the fire hoses was being diverted from the seat of the fire by cargo.

On 5th November, after flooding No.1 lower hold to within 11 ft. of the 'tween deck and then pumping out, it appeared that the fire in this hold was completely extinguished.

The fire in No.2 Hold had abated and was now completely under control.

The fire in No.4 Hold appeared to be extinguished.

On 6th November, the coal cargo in Nos. 1, 2 and 4 Holds were examined and so far as could be seen all fire has been extinguished.

Subsequently on 9th December after completing of discharge of all cargo Nos. 1, 2 and 4 Holds were examined for damage attributable to the above mentioned fire and for damage attributable to extinguishing operations and with the exception of slight charring of the wooden sheathing over the shaft tunnel in No. 4 Hold, no damage was found.

Damage 2.

Found

No.1 Hold, starboard side, shellplating in strake 'H' fractured at heel of frame No.129, fracture approximately 9" long, and set in between frames Nos.128 - 129, 129 - 130, 130 - 131, 131 - 132, 135 - 136.

Drill tests in this plate showed thickness of 1/8", 1/4" and 5/16".

Recommended

Strake 'H' to be renewed from between frames Nos.126 - 127 to between frames Nos. 136 - 137.

continued.....

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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Lloyd's Register
Foundation

Rpt. 8 (cont.)

Ship's Name SS/MS 'SAN FERNANDO'

Port Colombo

Rpt. No. 5805

Found

Starboard deep tank, aft No.3 Hold, shellplate strake 'G' fractured vertically 2'-6" long at forward bulkhead, frame No.91.

Engine room, port side, shellplating strakes H & J, leakage reported from behind frame No.68.

The source of this leakage could not be discerned, the plating and frame being considered satisfactory until the next dry-docking.

Engine room, starboard side, shellplating strake 'J' leakage reported from behind frame No.71.

The source of this leakage could not be discerned, the plating and frame being considered satisfactory until the next dry-docking.

Engine room, starboard side, shellplating strake 'H' leakage reported from behind frame No.73,

The source of this leakage could not be discerned, the plating and frame being considered satisfactory until the next dry-docking.

The repairs recommended to be carried out at this time have been completed to my satisfaction.

Temporary Repairs

Engine room, port side, shellplating strakes 'H' & 'J' in way of frame No.68. Reinforced cement boxes, supported by steel shuttering and stringer plates have been fitted between frames Nos.67-68 and 68-69.

Engine room, starboard side, shellplating strake 'J' in way of frame No.71. Reinforced cement boxes, supported by steel shuttering and stringer plates have been fitted between frames Nos.70 - 71 and 71 - 72.

Engine room, starboard side, shellplating strake 'H' in way of frame No.73. Reinforced cement boxes, supported by steel shuttering and stringer plates have been fitted between frames Nos. 72 - 73 and 73 - 74.

Wear & Tear RepairsMain Deck Stringer Plate

This was found heavily corroded and holed and has been cropped and part renewed as follows:-

Port side:- From frame No.45 to between frames Nos.48-49
From between frames Nos. 110 - 111 to between frames Nos. 114 - 115.

Starboard side:- From between frames Nos. 91 - 92 to between frames Nos. 93 - 94.
From between frames Nos. 24 - 25 to between frames Nos. 30 - 31.

Recommended

Strake 'G' to be cropped and part renewed from between frames Nos. 89 - 90 to between frames Nos. 92 - 93.

Note:- As this plate was so near the water-line, renewal over full depth was not possible, this plate was cropped 4" above lower seam and renewed.

Strakes H & J and frame No.68 to be examined and dealt with as found necessary at the next dry-docking.

To be temporarily repaired now.

Strake J and frame No.71 in way to be examined and dealt with as found necessary at the next dry-docking.

To be temporarily repaired now.

Strake H and frame No.73 in way to be examined and dealt with as found necessary at the next dry-docking.

To be temporarily repaired now.

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Rpt. No. 5805

Temporary RepairsMain Deck Stringer Plate

This was found heavily corroded and thin and temporarily repaired by welding 2" flat bars to the main deck 1' - 6" from the ships side and fitting cement boxes as follows:-

Port side:- From frame No. 76 to frame No. 79

Starboard side:- From frame No. 134 - 136.

From frame No. 109 - 119.

From frame No. 95 - 97.

From frame No. 45 - 50.

The main deck was found heavily corroded and thin and doublers fitted as follows:-

No. 1 hold

1' - 0" x 2' - 0" in way of port bilge sounding pipe.

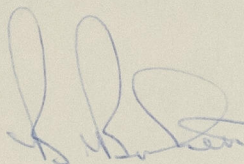
2' - 6" x 4' - 0" and 2' - 6" x 6' - 0" in way of after bulkhead.

No. 2 hold

2' - 0" x 2' - 0", in way of forward port ventilator.

Condition of Class

Shellplating, strakes H & J port side in way of frame No. 68 and strakes H & J starboard side in way of frames Nos. 71 & 73 and the main deck of this ship are considered satisfactory meanwhile, but in my opinion, should be permanently repaired at the next dry-docking and before the end of April, 1965.



(B. Borkett)

Surveyor to Lloyds Register of Shipping.