

Rpt. 8

WRECK

Port GLASGOW

No. 90171

Date of writing Report 25.6.59

When handed in at Local Office 25.6.59

Received London

Survey held at GLASGOW

No. of Visits 2

First Date 29. MAY 1959

Last Date 3<sup>rd</sup> June 1959

# 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.

78159

on the Iron or Steel S.S.

"SAN WILFRIDO"

Tons gross 9811

Built at

HAYERTON HILL

By Whom

FURNESS S.B. CO. LTD

When

Year 1942  
Month 12

Owners

EAGLE OIL & SHIPPING CO. LTD

Owners' address

(If not already in R.B.)

Managers

Port of Registry

LONDON

Surveyed Afloat or in Drydock

BOTH

Name of Dock

ELDERSLIE DRYDOCK, GLASGOW

Date of last exam. in Drydock

29-5-59

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

Last Report No. 45667  
To be filled in at Head Office.

Port GL

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(D). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(E) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
*100 GRT carrying petroleum in bulk.	*L.M.C. 10.55.
S.S. B.K.N. (200)	4.58. M.B.S. 6.58.
L.F.	10.55. T.S.C.L. 5.58.
	S.P.S. 10.55.
	O.F. 12.42

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.

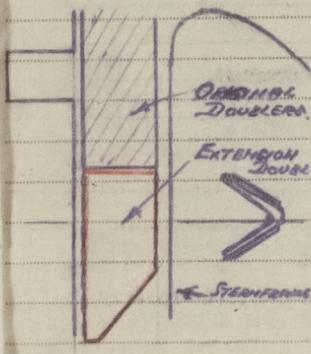
Freeboard as marked on ship and not verified 8 ft 0 1/2 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR

DOCKING

REPAIRED: WEAR & TEAR:-



A number of leaky shell rivets (P.S.) overhauled and made good.  
 Small fracture in D. stowage shell plate port side in way of H.5 wing cargo tank cut out and electric welded.  
 Existing doubler on sternframe rudder post extended downwards by approx. 2'-0" (P.S.) as a precautionary reinforcement on account of evidence of local perforation.  
 Corroded section of rudder bottom gudgeon (over 2") cleaned out and built up with electric welding.  
 A number of broken ship side guard rails faired and electric welded.  
 Other minor repairs effected at this time.

CONDITIONS OF CRAN:- None.

S.P.L. APPENDIX:- Indent in shell plating etc. (P.S.).

No 2 and 3 stowage plates and H.3 in 1st below deck (S.F.) indented.

These appendix items all examined at this time and CONTINUATION OVER OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed					<u>NO</u>			
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

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 seen is eligible in my opinion to remain as now classed with fresh record of docking 5.59

Alexander Drysdale  
Surveyor to Lloyd's Register of Shipping

Date of Committee

GLASGOW 30 JUN 1959

Minute

DS. 5.59

M.B.S. 6.59

Im. 4.57 T.



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Lloyd's Register Foundation

005307-005310-0010

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
	YES NO or NONE			
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		
Holds	No	Oil Fuel Bunkers and Settling Tanks	No	No
'Tween Decks	No	Side Tanks		
Fore Peak Spaces		Wing Tanks		
After "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler "		Cofferdams		
Under Engines and Boilers	No	Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
Have Tanks now Examined been Cleaned as Necessary? No				
Have Straps 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 closing 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?

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?

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	Coffers and Cargo Battens	Not Exam?	Stance Valves examined and found	None
" " in way of side scuttles	Not Exam?	Cement or Asphalt	Not Exam?	Air and Sounding Pipes	Above Deck - Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doublet Plates under Sounding Pipes	Not Exam
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	Fore Deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exam
Trunnels and Fastenings	Not Exam?	Shell Openings	Good	EQUIPMENT	
Reverse Frames	"	Ash Shoots	None	Equipment Lifting	et L.A.C.P.
Longitudinals	"	Overboard Discharges and Scuppers	Not Exam?	Anchors, No. of 3B. 15.	Condition Not Exam
Transverses	"	Freeing ports	Good	Cables (State if now ranged and examined)	No.
Floors	"	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board)	STATED TO BE COMPLETE.
Keelsons	"	Windlass examined and found	Good	" Ryle Length	Size
Stringers	"	Pumps	Not Exam?	Hawseas and Warps	Good
Innet Bottom Plating	"	W.T. Decks	"	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report (SCE) and attach.	No
Bulkheads and Tunnel	"				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A-NONE B-No See Below

REMARKS, REPAIRS, Etc. (Cont.) found to remain efficient meanwhile.