

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 5. 8. 52. When handed in at Local Office 7 AUG 1952

Port of LIVERPOOL

No. in Reg. Book. 15696 on the Wood, Iron or Steel Survey held at BIRKENHEAD Date, First Survey 9/5/52 Last Survey 18/7/1952 (No. of Visits 29)

S/S "SAN LEONARDO."

TONNAGE: — Built at Portland, Or. By whom Kaiser Co., Inc. When 1944

GROSS 10641 Owners Eagle Oil & Shipping Co., Ltd. Owners' Address (It not already recorded in Appendix to Register Book).

UNDER DK. 9489 Managers — Port belonging to London

NET 6318

Surveyed Afloat or in Dry Dock? Dry Dock. Name of Dock. Owners Dry Dock. Destined Voyage.

Cell D Bord Ba feet; uE & B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 108435 Port hwc.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. *Offered Declined.*

Was a damage report made by anyone else? if so, by whom? *Yes & Smith.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, LONGITUDINAL STRENGTHENING, S. R. L.

and DAMAGES alleged to have been sustained through—

① HEAVY WEATHER during a voyage from South Shields to Curacao in the 6th June 1951 and subsequent voyages to February 1952.

② UNKNOWN GROUNDING.

③ ICE CONTACTS during a voyage from Stockholm to Gothenburg in April 1947.

④ GROUNDING at Lake changes in the 19th May 1946.

⑤ UNKNOWN CONTACTS.

no log books available.

(SEE CONTN.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed <i>apk.</i>	2	2	1	1	1	1	1	Reinforced main cargo tanks
Removed and replaced or Repaired	14	17	1	1	1	1	1	bulkheads repaired.
Painted or Repaired by plate	13	1	1	1	1	1	1	Please see report.

PRESENT CONDITION OF THE	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Decks	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Caulking of Decks	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Coamings	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Beams & Fastenings	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Outside Plating	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
" in way of sidelights	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Frames	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Reverse Frames	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Longitudinals	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Transverses	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Floors	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Keelsons	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Stringers	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Inner Bottom Plating	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Have the Tanks been examined internally	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
Have the Tanks been tested?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
Bulkheads	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Ceiling	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Cement or Asphalt	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Rudder	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Steering gear and its connections	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Windlass	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Have pumps been examined and found efficient?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
Have Sluice Valves been examined and found efficient?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
Have Watertight Doors been examined and found efficient?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
Have Ventilators and their Coamings been examined and found efficient?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
Air and Sounding Pipes	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Doubling Plates under Sounding Pipes	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Engine Room Skylights	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Coal Bunkers, Openings, Covers, &c.	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Oil Bunkers	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Scuppers	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Cargo Hatchways	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Hatches	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Planking	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Caulking	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Treenails	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Breasthooks & Stems	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Transoms, Pointers & Crutches	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Timbers of Frame at openings	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
" at other places	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Stringers, Clamps & Shelves	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Siding	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
State if examined	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Copper, or Y.M.	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
(State if on Felt)	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
When fitted, month	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Year	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Boats	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Masts, Yards, &c.	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Condition, how ascertained	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
(State if wedges removed)	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Equipment letter	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Anchors, No. of	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Cables (State if now ranged)	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
" length 330 faths mean diam. 2 1/2"	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
" Rule length 330 faths size 2 1/2"	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Chain Locker	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Hawsers & Warps	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Standing and Running Rigging	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.
Sails	Good.	Good.	Good.	Good.	Good.	Good.	Good.	Good.

General Observations, Opinion as to Class, Recommendation, &amp;c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of as No. 1,38."

This vessel is in good condition and is eligible, in our opinion, to remain as now classed with fresh record of survey 4, 52. and notation of S.S. Bkn - 7,52 without special conditions and endorsement.

Survey Fee (per Section 23) £ 105 : 0 : 0 Fees applied for, -8 AUG 1952

Special Damage or Repair Fee (if any) £ 78 : 15 : 0 Received by me, 19

(per Sec. 23) £ 31 : 10 : 0

Travelling Expenses (if chargeable) £ 3 : 12 : 0

Special attendance 16 : 16 : 0

Second Surveyors Fee (if any) £ : : 0

Committee's Minute LIVERPOOL 12 AUG 1952

Character Assigned 7,52 Bkn. without spl. con

CERTIFICATE WRITTEN

x S.7.52 S.S. Bkn. 7.52 Lme 7.52

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

Foundation

without special conditions and endorsement

12 AUG 1952



## "SAN LEONARDO."

## SPECIAL SURVEY.

Vessel in drydock, shell plating and cauders cleaned, examined and recoated. Ladders removed. All main cargo tanks, Forehold, Cofferdams, Pumprooms, decks, store & accommodation spaces, machinery spaces, under engines & boilers, Fore and aft peak tanks, Fore and aft peak spaces, Fore deep tanks, Tween deck F.W. Tanks, Oil fuel bunkers, all double bottom tanks, chain locker, anchors & cables (ranges), plating under side scuttles, casings, hatchways & closing appliances, air & sounding pipes, mast & rigging, windlass, steering gear, ventilators, Hand pumps, General equipment & boat's examined.

All main cargo tanks, cofferdams, Fore and aft peak tanks, Fore deep tanks, Oil fuel bunkers, Tween deck F.W. Tanks and all double bottom tanks tested.

A Renewal Load Line Survey held and report CR(1) & CR(2) forwarded to London Office.

## DAMAGE ①

Main Tanks ~ The longitudinal bulkheads in way of nos. 3 & 9 port, nos. 4, 5 & 7 star main tanks found cracked at the connection of the transverse brackets now cut out, welded and all brackets extended for reinforcement as per enclosed sketch ① throughout nos. 2 to 9 main tanks inclusive.

The longitudinal bulkhead connections to H section at the bottom corrugations found cracked at the aft end of no. 3 and Fore aft end of nos. 4, 5 & 6 and fore end of No. 7 main tanks now cropped and new indent plate fitted & reinforced with brackets (P.S.) as per sketch 2.

The centre tank transverse bulkhead vertical stiffeners found corrugated, now reinforced with 13" x 4½" flanged plate stiffeners, shaped to suit and supported with tripping brackets (5 per stiffener) and fitted as per sketch 3.

Bracks in way of longitudinal bracket connections to no. 4 P.S. aft and nos 6 & 8 star forward bulkheads, cut out, welded and reinforced with collar plates.

No. 3 centre tank ~ crack in frame 66 cut out, welded and reinforced with back strap.

Nos. 6, 7 & 8 centre tanks ~ cracks in way of web tripping brackets on transverse bulkheads cut out, welded and reinforced with T bar connections to bulkhead.

No. 6 centre tank ~ bracket connecting centre keelson to web stiffener cracked, now cropped and part renewed.

No. 8 centre tank ~ 3 bulkhead web stiffeners found cracked, now cropped & part renewed.

(SEE PAGE 3.)



## "SAN LEONARDO"

## DAMAGE 1. (CONT'D)

Rudder - rudder removed, Port and Star Side plating renewed.

2 diaphragm plates part renewed. 4" casing piping renewed.

Break of rudder reinforced with fabricated angles P.S. bolting face machines and bolts renewed.

bolster plate renewed.

Fore and aft gangway, stanchions, awnings, pipe casings and other minor deck fittings overhauled.

## DAMAGE 2.

no. 3 keel plate part removed, faired & refitted. 1.

Adjacent A-Strake plates (P.S.) faired in place. 2.

## DAMAGE 3. (Star Side forward)

no. 1 plate "C" Strake removed, faired and refitted. 1.

" 2 " "D" " faired in place. 1.

" 1 " "F" " part renewed. 1.

3 frames in way removed, faired and refitted. 3.

stem breast hook

nos. 2, 3 & 4 plates "F" Strake removed, faired & refitted. 3.

" 5 & 6 " " " faired in place. 2.

" 1, 2, 3 & 4 " "G" " removed, faired & refitted. 4.

4 frames in way removed, faired & refitted. 4.

Bracket connections to foregoing renewed.

Chain locker bulkhead wing plate and 1 stiffener part renewed.

1 web frame removed, faired & part renewed. 1.

Breast bracket removed, faired & refitted.

Seven bulkhead part " " " "

## DAMAGE 4. (Port side)

"A" & "B" Strakes in way of No. 4 main tank cropped and one new plate fitted. 1.

1 frame in way part renewed. 1.

## DAMAGE 5.

(A) no. 11 plate "H" Strake removed faired & refitted (S.S.) 1.

" 12 " "G" & "H" " faired in place. " 2.

2 frames in way removed, faired & refitted. 2.

(B) no. 4 plate "H" Strake removed " " " (P.S.) 1.

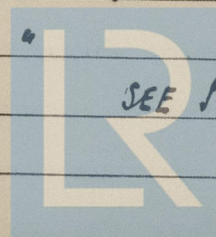
" " " "G" & "H" " faired in place. " 2.

2 frames in way removed, faired & refitted. 2.

(C) no. 5 plate "H" Strake " " " " (P.S.) 1.

2 frames in way " " " " 2.

SEE PAGE 4.



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"SAN LEONARDO."

## DAMAGE 5. (CONT'D.)

(D) Nos. 4 & 5 plates 'G' strakes (p.s.) removed, joined & refitted.	2.
1 frame & 3 bracket connections	1.
No 3 plate 'G' strake (p.s.) joined in place.	1.
" 2 " " " " " " " " " "	1.
" 4 & 5 " "F" " " " " " " " "	2.

## W/T REPAIRS.

Corroded shell seams foreward cut out & rewelded.  
 E. R. Tank top scattered pittings built up by welding.  
 Bridge deck plating P.S. repaired with doublers and  
 other minor repairs effected.

## LONGITUDINAL STRENGTHENING.

The shell and deck plating now drilled in way of  
 nos. 4 & 5 main cargo tanks and submitted to London  
 Office; in accordance with instructions subsequently received,  
 the bottom shell has now been fitted with riveted doublers (P.S.)  
 and the under deck H girders throughout the main tanks  
 now connected to the deck with welded plates as per  
 enclosed plans (2 in No.)

## NOTE.

On completion of repairs and strengthening all tanks in way  
 tested, repairs examined, steering gear tried and found  
 satisfactory.

S.R.L. (A) The anchors and cables now ranged and found  
 complete i.e. 330 fathoms of cable, and it was stated by the  
 Superintendent that "no record of any cable being  
 previously removed," the information given at the previous  
 drydocking was incorrect.

It is therefore submitted this item may be deleted.

(B) These items have now been dealt with as forementioned  
 except for a few minor blemishes which do not affect the  
 seaworthiness of the vessel and need not be recorded.

It is submitted this item may be deleted.



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