

REPORT OF SURVEY FOR REPAIRS, &c.

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

Port of LIVERPOOL

No. in Reg. Book 75696 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)

Tonnage: Built at Portland, Or. By whom Kaiser Co. Inc. When 1944
GROSS 10641 Owners Eagle Oil & Shipping Co. Ltd. Owners' Address
UNDER DK 9489 Managers Port belonging to London
NET 6318

Surveyed Afloat or in Dry Dock? Dry Dock. Name of Dock Messrs Dry Dock. Destined Voyage
Cell/Dor/Dba feet; uE & B feet; f fe
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
Last Report, No. 108435 Port hwc.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER: 100A1 5,51 TMC 6,48
* for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).
as Shl. -6,48 BS 5,51
Classed 6,48 TS CL(N) 4,49
Carrying pet. in bulk. W.T.B.
Fitted for oil fuel etc.
Elec Welded

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. Society's Freeboard (if assigned) as 9 ft. 2 1/2 ins. painted on Ship and now verified.

Was a damage report made by anyone else? if so, by whom? Hay & Smart.

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 on 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	2	2	1	1	1	1	1	Recess main cargo tanks
Removed and replaced or Repaired	14	17	1	1	1	1	1	bulkheads repaired.
Painted or Repaired in place	13	1	1	1	1	1	1	Please see report.

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt)
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, month Year
Beams & Fastenings	Rudder	Scuppers	Boats
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained (State if wedges removed)
Frames	Have pumps been examined and found efficient?	Planking	Equipment letter
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson	" length 330 faths mean diamr. 2 1/16"
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" (on board) 330 faths size 2 1/16"
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" Rule length
Stringers		" " at other places	Chain Locker
Inner Bottom Plating		Stringers, Clamps & Shelves	Hawsers & Warps
Have the Tanks been examined internally?		Saling	Standing and Running Rigging
Have the Tanks been tested?			Sails

General Observations, Opinion as to Class, Recommendation, &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) Longitudinal Streng? 31 : 10 : 0
Travelling Expenses (if chargeable) £ 3 : 12 : 0 Special attendance 16 : 16 : 0
Second Surveyors' Fee (if any) £ :

Committee's Minute LIVERPOOL 12 AUG 1952
Character Assigned 7,52 Bkn. without spl edn without endorsement
CERTIFICATE WRITTEN
x S.7.52 S.S. Bkn. 7.52 Lml 7.52

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

20m.12.60. Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Moby

005367-005376-0009 1/4

Certificate required? If so, to be sent to



"SAN LEONARDO."

SPECIAL SURVEY.

Vessel in drydock, shell plating and rudders cleaned, examined and recoated. Ladders removed. All main cargo tanks, Forehold, Cofferdams, Pumprooms, decks, stores & 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, masts & 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 for a fire 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 cracked and new insert 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 4 1/2" flanges plate stiffeners, shaped to suit and supported with tripping brackets (5 per stiffener) and fitted as per sketch 3.

Cracks 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 cracked and part renewed.

No. 8 centre tank - 3 bulkhead web stiffeners found cracked, now cracked & 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. blanking face machines and bolts renewed.

bolton plate renewed.

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

DAMAGE 2.

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

Adjacent "A" strake plates (P.S.) fairer in place. 2.

DAMAGE 3. (Star Side forward)

no. 1 plate "C" strake removed, fairer and refitted. 1.

" 2 " "D" " fairer in place. 1.

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

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

stem breast hook

nos. 2, 3 & 4 plates "F" strake removed, fairer & refitted. 3.

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

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

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

Bracket connections to foregoing renewed.

Chain locker bulkhead wing plate and 1 stiffener part renewed.

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

Breast bracket removed, fairer & refitted.

Stern 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 fairer & refitted (S.S.) 1.

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

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

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

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

2 frames in way removed, fairer & 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.)

Ⓓ Nos. 4 & 5 plates 'G' strakes (p.s.) removed, faired & refitted.	2.
1 frame & 3 bracket connections	1.
No 3 plate 'G' strakes (p.s.) faired 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 trials and found satisfactory.

S.R.L. Ⓐ 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.

Ⓑ 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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