

Rpt. 8

Port FALMOUTH

No. 13856

Date of writing Report 27th Oct. 1960.

When handed in at Local Office

Received London

Survey held at Falmouth

No. of Visits 2

First Date 17th Oct 19 60.

Last Date 18th Oct. 1960.

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.

79007

on the ~~Iron~~ ^{Steel} M.S.

"SAN VITO"

Tons gross 8163

Built at Glasgow

By Whom Harland & Wolff Ltd.

Year 1943 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 Drydock

Name of Dock Falmouth Docks

Date of last exam. in Drydock 18.10.60.

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

Last Report: No. 5900

Port C.C.

To be filled in at Head Office.

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

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*100 A1	Oil Tanker	*LMC-CS	12,57
SS(Dr)	5,57	A	4,60
DS	4,60	TS(CL)	4,60
		SPS	5,57

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

yes

Freeboard as marked on ship and now verified

ft

ins

not required

Was a damage report made by anyone else? If so, by whom? no

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & DAMAGE

NOTE:- Owners Superintendent stated that ship is to sail direct to River Blackwater where she is to be laid up.

REPAIRS WEAR & TEAR:- Leaking rivets and seams in way of No.1 & 2 keel plates (fwd) caulked tight.

Damage:- Cause and date unknown.

On Examination:- Side shell plates K8 and J9 (ps from aft) and lower seam of sheerstrake found set in over 4 frame spaces with frames in way affected.

Side shell plates J8 and H7 (ps from aft) set in over 2 spaces with frames in way affected.

The above damages in way of Nos.2 & 3 cargo tanks (ps).

(Keel is lettered 'A' strake and tanks numbered from aft).

No temporary repairs considered necessary and it is recommended that the above damages be specially examined and dealt with as necessary at next drydocking.

Condition of Class:- Indented shell plates G5, 6, 9 & 10 (ps from a) specially examined and found efficient meantime, no repairs affected.

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								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? yes

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 tanker so far as now seen is eligible to remain as classed and to have record of drydocking 10,60 subject to indented shell plates G5, 6, 9 & 10 (ps from a) and to set in shell plates K8 & J9 and J8 & H7 (ps from aft) with frames in way being specially examined and dealt with as necessary at next drydocking.

K.A. Adamson

Surveyor to Lloyd's Register of Shipping

K. A. ADAMSON.

THURSDAY 17 NOV 1960

Date of Committee

Minute

DS 10.60 subject (h dm)

Notes for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING & DAMAGE 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				
Ventilator coamings, skylights, companionways and closing appliances	yes		Fresh Water Tanks		
Hold	no		Deep Tanks		
'Tween Decks	yes		Oil Fuel Bunkers and Settling Tanks	no	no
Fore Peak Spaces			Side Tanks		
After " "			Wing Tanks		
Engine Space			Other Tanks		
Boiler "			Cargo Tanks (Tankers)	Generally yes	no
Under Engines and Boilers			Cofferdams	no	no
Tunnel and Well	no		Pump Rooms		
Coal Bunkers					
Chain Locker					
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?		
			Have Strums in Cargo Tanks (of Tankers) been removed?		
			Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?
 Have the close ceiling 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? If so, state which
 Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached
 Have any alterations to the approved scantlings and arrangements now been effected? If so, report details in body of Report.
 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	Ceiling and Cargo Battens	not examined	Sluice Valves examined and found	none
" " in way of side scuttles	not examined	Cement or Asphalt	not examined	Air and Sounding Pipes	above deck good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not examined
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	from deck
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	not examined
Beams and Fastenings	part examined good	Shell Openings	good	EQUIPMENT	
Frames	part examined good	Ash Shoots	-	Equipment Letter	
Reverse Frames	not examined	Overboard Discharges and Scuppers	not examined	Anchors, No. of 3B	Condition good
Longitudinals	not examined	Freeing ports	good	Cables (State if now ranged and examined)	no
Transverses	not examined	Steering Gear (Main and Auxiliary)	good	" length (on board)	mean diam. stated
Floors	not examined	examined and found	good	" Rule Length	Size complete
Keelsons	not examined	Windlass examined and found	good	Hawsers and Warps	sufficient and good
Stringers	part examined good	Pumps	not examined	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	
Inner Bottom Plating	not examined	W.T. Doors	not examined		no
Bulkheads and Tunnel	not examined				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? no See Below

REMARKS, REPAIRS, Etc. (Contd.)