

Rpt. 8

Date of writing Report 27th Oct. 1960.

When handed in at Local Office

Port FALMOUTH

No. 13856

Survey held at Falmouth

No. of Visits 2

First Date 17th Oct 1960.

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 ~~Steel~~ Steel M.S.

"SAN VITO"

Built at Glasgow

By Whom Harland & Wolff Ltd.

Tons gross 8163
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 examn. in Drydock 18.10.60.

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

Last Report: No.

To be filled in at Head Office.

Port

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS			
Date of Special and of Drydocking Surveys, etc.		Machinery	
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

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 Fair'd or Repaired								
Fair'd 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.

Date of Committee

THURSDAY 17 NOV 1960

Minute

DS 10.60 subject (h dm)

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Name 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 YES NO or NONE	Tanks	Now Examined Internally	Now Tested	
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			
Holds	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					
Tunnel and Well	no	Cofferdams	no		no
Coal Bunkers		Pump Rooms			
Chain Locker					
Other Spaces					
		Have Tanks now Examined been Cleaned as Necessary?			
		Have Struts 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 cement in bottom been 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

If so, Report 8(Dr) to be attached

Have the shell and deck plating been drilled as per Rule?

If so, report details in body of Report.

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	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	good	Condition, how ascertained	from deck
Coamings and Casings	good	and closing appliances	good	(Struts if wedges removed)	not examined
Beams and Fastenings	part examined good	Companionways and Skylights	good	Chain Locker	
Frames	part examined good	Shell Openings	good	EQUIPMENT	
Reverse Frames	not examined	Ash Shoots	-	Equipment Letter	
Longitudinals	not examined	Overboard Discharges and Scuppers	not examined	Anchors, No. of	3B Condition good
Transverses	not examined	Freeing ports	good	Cables (State if now ranged and examined)	no
Floors	not examined	Steering Gear (Main and Auxiliary)	good	" length	mean diameter stated
Keelsons	not examined	examined and found	good	" (on board)	Size complete
Stringers	part examined good	Windlass examined and found	good	" Rule Length	
Inner Bottom Plating	not examined	Pumps	not examined	Hawsers and Warps	sufficient and good
Bulkheads and Tunnel	not examined	W.T. Doors	not examined	State if any Anchors or Chain Cable have	
				now been supplied or retested, if so.	no
				complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

31st Oct. 1960

Lloyd's Register

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