

Rpt. 8

Port Liverpool.

No. 151357

Date of writing Report 4.3.59.

When handed in at Local Office

Received London

25 MAR 1959

4.3.59.

Survey held at Eastham & Birkenhead. No. of Visits 5

First Date 9.2.59

Last Date 4.3.59

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

WRECK SECTION No.

No. in R.B. 78158 on the ~~STEEL~~ Steel S.S. "SAN WENCESLAO" Tons gross 9813
 Built at Sunderland By Whom Sir. J. Laing & Sons Ltd. When 1942 Year 1 Month
 Owners Eagle Oil & Shipping Co. Ltd. Owners' address (If not already in R.B.)
 Managers Port of Registry London
 Surveyed Afloat or in Drydock Afloat Name of Dock Queen Elizabeth 11 Dock. Date of last examn. in Drydock -
 Cammell Laird

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

Last Report: No. 118690 Port. MWC
 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.			
*100A1	10,58	*LMC	3,54
SS. Bkn. (Dr)	5,55	BS. M	10,58
		TS. CL	10,58
carrying petroleum in bulk			

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 now verified Not verified
 Offered and declined Was a damage report made by anyone else? If so, by whom? Hay & Smart

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGES.

Damage (1) stated sustained by contact with "SAN CASTO" in River Mersey on 6.2.59.

Permanent Repairs effected.

Plates & frames etc. numbered from for'd.
 Portside. F'csle sheerstrake plate No.2 cropped and part renewed.
 F'csle sheerstrake plate No.3 renewed.
 Frames Nos 8 and 16 faired in place.
 Frames Nos 9 to 15 inclusive cropped and part renewed.
 F'csle Deck. Beams Nos.9 to 13 inclusive part renewed.
 Beams Nos. 14 and 15 faired in place.
 Beam brackets Nos 9 to 15 renewed.

Deck stringer plate No.2 renewed and extended for part renewal of No.3 plate.

Deck stringer angle renewed.

Roller fairlead seating renewed.

Guard rails and stanchions faired, repaired and refitted with part new material.

CONTINUATION OVER

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1	10 Part	-	-	-	1	10 Part	Beam brackets 12 New, 1 CFR and F.I.P. F'csle & Boat DK stringer bar pt new. B'hd girder part new. Bridge Deck supports repaired pt CFR. & pt new material. Details as per report.
Removed and Faired or Repaired	4 Part	1 web Pt,	-	-	-	2 Part	8	UPPER DK STRINGER BAR PART CFR
Faired or Repaired in place	2	3	-	-	-	1	-	

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?

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 in an efficient condition and in my opinion eligible to remain as classed without fresh record of D.S. subject to compliance with the outstanding recommendations previously made by the Society's Surveyors.

Appendix to S.R.L. To items as previously recommended.

Thos Roberts (T.F. ROBERTS)
 Surveyor to Lloyd's Register of Shipping

Date of Committee LIVERPOOL 24 MAR 1959

Minute As now subject

Om,3,58 T.

Noted for Header



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TABLE 1

Items	DAMAGES		SURVEY	
	Now Examined	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	No	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	No	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	Yes	Side Tanks		
After " "		Wing Tanks		
Engine Space		Other Tanks		
Boiler " "		Cargo Tanks (Tankers)	No.3 Stb'd wing	
Under Engines and Bollers		Cofferdams		
Tunnel and Well		Pump Rooms		
Coal Bunkers				
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	-	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Yes	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

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? No 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	Pt ex'd. Efficient.	Ceiling and Cargo Battens	Not ex'd	Sluice Valves examined and found	Not ex'd
" " in way of side scuttles	Not ex'd.	Cement or Asphalt	Not ex'd	Air and Sounding Pipes	Not ex'd
Rudder and Sternframe	Not ex'd.	Cargo and other Hatchways	Efficient	Doubling Plates under Sounding Pipes	Not ex'd
Decks	Pt ex'd. Efficient.	Hatches and closing appliances	Efficient	Masts and Rigging examined and found	Efficient
Superstructures and their closing appliances	Efficient	Ventilators, their coamings and closing appliances	Efficient	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Efficient	Companionways and Skylights	Efficient	Chain Locker	Not ex'd
Beams and Fastenings	Pt ex'd Efficient	Shell Openings	Not ex'd	Equipment Letter	EQUIPMENT e f
Frames	Pt ex'd Efficient	Ash Shoots	Not ex'd	Anchor, No. of	3B 1S Condition Not ex'
Reverse Frames	Not ex'd	Overboard Discharges and Scuppers	Not ex'd	Cables (State if now ranged and examined)	Stated
Longitudinals	Pt ex'd. Efficient	Freeing ports	Efficient	" length (on board) mean diam.	complete
Transverses	Pt ex'd. Efficient	Steering Gear (Main and Auxiliary)	Efficient	" Rule Length	Sufficient
Floors	Not ex'd	examined and found	Efficient	Hawsers and Warps	Sufficient
Keelsons	Not ex'd	Windlass examined and found	Efficient	State if any Anchors or Chain Cable have	None
Stringers	Not ex'd	Pumps " " "	Not ex'd	now been supplied or retested, if so,	complete Report 8(Eq) and attach.
Inner Bottom Plating	Not ex'd	W.T. Doors " " "	Not ex'd		
Bulkheads and Tunnel	Not ex'd				

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

REMARKS, REPAIRS, Etc. (Contd.)

DAMAGE (2) stated sustained by contact with "DOTERBEL" in River Mersey on 6.2.59. Permanent Repairs effected abreast No.3 Cargo tank and bridge superstructure (Stb'd side) (shell plates numbered from forward)

Main sheerstrake plate No.9 Faired in place.

Shell plates No.9 and 10 in first strake below cropped and part renewed, fitting in one

Shell plate No. 8 in second strake below part renewed.

Shell plate No. 9 in third strake below faired in place.

Upper deck stringer plate faired in place.

CONT'D ON SHEET NO.2.

Survey Fee 31-10-0

Special Damage or Repair Fee (if any) 4-0

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Rpt. No. Cont. Sheet NO.2.

Port of

Continuation of Ship/Moby. Report No.

Continuation of Report No.

dated 4. 3. 59.

on the

on the S.S./M.S. "SAN WENCESLAO"

DAMAGE (2) Cont'd.....

Upper deck stringer angle part removed faired and refitted.

2 Bulwark plates part removed faired and refitted and bulwark rail renewed.

No.3 Wing Cargo Tank.(Starb'd)

(Longitudinal frames numbered from deck)

Longitudinal frame No.1 Faired in place.

Longitudinal frames Nos. 2,3.& 4 part renewed.

Longitudinal frame No.5 part removed, faired and refitted.

Three Longitudinal frame brackets and 3 lugs to web frame renewed.

Transverse web frame plate part ^{renewed} and 2 shell lugs renewed.

Transverse wash bulkhead Horizontal girder part renewed.

Horizontal girder outboard end bracket renewed.

Bridge erection (Starb'd)

FORWARD WEB Support.
Web Top plate renewed.

Web lower plate and butt strap removed faired and refitted.

Web stiffener angle renewed.

Web bulb plate stiffener with corner angle faired in place.

Three tee-bar stanchions renewed.

After Web Support.

Web top and bottom plates and buttstrap removed, faired and refitted.

Web bulb plate stiffener and corner angle removed faired and refitted.

Lifeboat scrambling rails renewed.

Boat deck curtain plate renewed.

Boat Deck.

Deck stringer plate cropped longitudinally and outboard portion renewed.

Deck stringer angle part renewed and part removed, faired and refitted.

5 Beams cropped and part renewed.

4 Beams faired in place.

5 Beam brackets and 2 lugs renewed.

2 Supporting angles to navigating bridge faired in place and guard

rails faired and repaired as found necessary.

Deck composition part lifted for repairs and afterwards renewed.

Forward davit and stand, lifeboat and chocks repaired and made good to the

requirements of the Ministry of Transport Surveyor

Navigating Bridge.

2 wing supporting angles renewed.

Curtain plate faired in place.

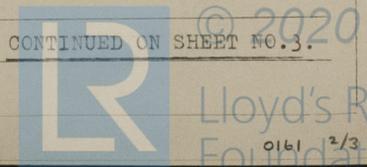
Deck plate faired in place.

2 Beam ends faired in place.

Beam brackets 1 OFR and 1 F.I.P.

Guard rails faired and repaired with part new material.

CONTINUED ON SHEET NO.3.



151357

Rpt. 9a Cont. Sheet NO. 3.

Continuation of Ship/Moby. Report No.

Port of

~~Continuation of Report No.~~

dated

4. 3. 59.

on the

on the S.S./M.S. "SAN WENCESLAO"

DAMAGE (2) Cont'd.....

Navigating Bridge cont'd.....

COMPLETED REPAIRS examined, hose tested and No.3 wing cargo

Tank tested and all found satisfactory.

SPECIAL REASONS LIST.

CONDITIONS OF CLASS.

F'csle deck plating etc. (set down) examined and found to
continue efficient.

APPENDIX TO S.R.L.

Indents in shell plating(P & S) Not examined, ship afloat.

J.R.



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