

Rpt. 8

Port LEGHORN

No. 1720

Date of writing Report 13/7/61

When handed in at Local Office 19th/7/61

Received London

Survey held at Leghorn

No. of Visits 12

First Date 12/9/1960

Last Date 1st/7/1961

REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

15865

on the S.S. Steel MS.

"IZMIT"

Tons gross 3368

Built at Port Glasgow

By Whom Lithgows Ltd.

When Year 1928 Month 9

Owners Gur Umum Ticaret Ve Armatortuk A.S.

Owners' address
(If not already in R.B.)

Managers

Port of Registry Istanbul

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last examn. in Drydock

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

Last Report: No. 4772

Port 65mn

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being indicated. For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey summarised at the end of the Report. The reasons for Repairs must be stated. In account of Damage (the alleged cause of which must be stated) should be separated pairs due to other causes, and, besides being detailed in the body of the Report, summarised in the form below. When, at a Special Survey, the Shell and Deck are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

References and references to any letters relating to this Report H.O. telegrams 17th & 19th May, 1961 and previous correspondence

In cases where the Surveyor has not made a special damage report he should state whether he offered

services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 4 ft 1 ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION

At the request of the Owners and in accordance with the instructions received from Head Office General Examination has now been held with a view to issuing a certificate as unclassified ship for the proposed voyage Leghorn - Casablanca - West Germany in loaded condition.

The General Examination has now been carried out in accordance with the requirements of Circular No. 1959, whilst ship afloat; examination of ship in dry dock was not required in view of the general efficient condition of the shell - as ascertained by internal examination - and of the fact that the last docking survey was carried out by the Society's Surveyors in December 1959, i.e. only eight months before the ship was laid up at Leghorn. The underwater parts of the ship have now been cleaned, as far as practicable, by divers.

For particulars of this survey, please, see Tables 1 and 2 overleaf.

The general condition of the ship, as ascertained by the present survey and after satisfactory completion of repairs as reported below, is in our opinion efficient for the proposed voyage.

REAR & TEAR REPAIRS now satisfactorily carried out:

Shell plate No. 3 (from fwd.) in 3rd strake below sheerstrake found worn: a welded doubler extending over whole plate fitted on outside.

One welded doubler fitted to bridge deck plating in way of coal hatch (p.s.), where worn.

Four welded patches (two port and two stbd.) fitted to upper deck plating within bridge in way of coal bunkers, where corroded through.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faird or Repaired								
Faird 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? Now

Has Interim Certificate been issued? No - Rpt.10 certificate; copy attached.

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 unclassified ship is, in our opinion, in an efficient general condition to proceed, loaded, on the intended voyage Leghorn - Casablanca - West Germany during the period ending the 15th August, 1961.

G. Montani & C. Gandolfo
Surveyors to Lloyd's Register of Shipping

Date of Committee

THURSDAY 31 AUG 1961

Minute

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

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Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		GENERAL EXAMINATION		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	No	F.P. Tank	Yes	No	
Rudder lifted	No	A.P. "	Yes	No	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	Part of W.B. D.B. tanks in vicinity of mchy space.	i/w/o Holds- Yes	
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No	
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No	
Holds	Yes	Oil Fuel Bunkers and Settling Tanks	None	-	
'Tween Decks	Yes	Side Tanks	None	-	
Fore Peak Spaces	Yes	Wing Tanks	None	-	
After " "	Yes	Other Tanks	None	-	
Engine Space	Yes	Cargo Tanks (Tankers)	-	-	
Boiler "	Yes	Cofferdams	-	-	
Under Engines and Boilers	Yes	Pump Rooms	-	-	
Tunnel and Well	Yes	Have Tanks now Examined been Cleaned as Necessary? -			
Coal Bunkers	No	Have Struts in Cargo Tanks (of Tankers) been removed? -			
Chain Locker	-	Have Tanks been Retested as necessary after completion of any Repairs? -			
Other Spaces	-				

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None

Has a Load Line Survey been held? Yes If so, state which Ren. S. for issue of short-term certificate.

Have the shell and deck plating been drilled as per Rule? No If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? No 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	efficient	Ceiling and Cargo Battens	none	Sluice Valves examined and found	none
" " in way of side scuttles	"	Cement or Asphalt	not ex'd	Air and Sounding Pipes	efficient
Rudder and Sternframe	not ex'd	Cargo and other Hatchways	efficient	Doubling Plates under Sounding Pipes	not ex'd
Decks	efficient	Hatches and closing appliances	"	Masts and Rigging examined and found	efficient
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	"	and closing appliances	"	Chain Locker	not ex'd
Beams and Fastenings	"	Companionways and Skylights	"	EQUIPMENT	
Frames	"	Shell Openings above W.L.	"	Equipment Letter	-
Reverse Frames	"	Ash Shoots	"	Anchors, No. of 3B Condition	not ex'd
Longitudinals	none	Overboard Discharges and Scuppers	"	Cables (State if now ranged and examined)	no
Transverses	none	Freeing ports	"	" length (on board) stated mean diam.	complete
Floors	efficient	Steering Gear (Main and Auxiliary)	"	" Rule Length Size	sufficient
Keelsons	"	examined and found	"	Hawsers and Warps	-
Stringers	"	Windlass examined and found	"	State if any Anchors or Chain Cable have	-
Inner Bottom Plating	"	Pumps " " "	"	now been supplied or retested, if so.	no
Bulkheads and Tunnel	"	W.T. Doors " " "	"	complete Report 8(Eq) and attach.	-

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.)— One welded doubler fitted to tunnel plating in way of No. 5 hold, where worn.

— One welded doubler fitted to inner bottom plating in way of No. 2 hold, where corroded through.

— One welded doubler fitted to fore peak tank top plating, where corroded through.

— One welded doubler fitted to plating of W.T. bulkheads dividing Nos. 1-2 and 4-5 holds in way of mast pedestal box, where corroded through.

— Welded doublers fitted to plating of fore-castle front bulkhead, to No. 2 hold ventilator coaming and coaming of coal-hatch on bridge deck (p.s.), where corroded through.

— A number of air pipes to double bottom tanks in way of holds, wasted, renewed.

— A number of other repairs of a minor nature.

Survey Fee Lit. 68.250

Special Damage or Repair Fee (if any) Lit. 18.800

Leghorn Exp. Lit. 30.090

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any) 52.500

Date when A/c. Rendered 6th Jul.

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