

Rpt. 8

REC'D NEW YORK MAY 1 1957
Port PHILADELPHIA, PA. No. 10665

Date of writing Report 17 April, 1957 When handed in at Local Office 17th April, 1957 Received London 27 MAY 1957
Survey held at Chester, Pa. No. of Visits 14 First Date 1st Apr. 19 57 Last Date 11 Apr. 19 57

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. 53720 on the Iron or Steel M.S. ~~XXX~~ "BIDWELL"
Built at Balto., Md. By whom Balto. DD & SB Co. Tons Gross 6837
Owners Sun Oil Co. Owner's address (If not already in R.B.)
Managers Port of Registry Phila., Pa.
Surveyed Afloat or in Drydock Both Name of Dock Sun SB & DD Co. 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. 6160 Port Gal.
{ 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	1/56	*LMC CS	4/54
SS Phl.	4/53	*NE	23
(Dr.)	5/45	d	1/57
		CL	1/55
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. Not required. Freeboard as marked on ship and now verified ft. ins.
Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Special Survey (D) due 4/57 and damage stated to have been sustained on 8th December, 1956 by grounding at the pier in St. John, New Brunswick.

DAMAGE REPAIRS NOW DONE:-

Approx. 100 rivets in "D" Strake plate at aft No.5 starboard tank made tight by welding and No.5 starboard tank satisfactorily tested. ("D" Strake plate No.9 (s.s.) remains slightly indented - see endorsement.

REPAIRS (WEAR & TEAR) NOW DONE:- (Plates numbered from aft)

The following deteriorated or pitted shell plates renewed:-

Port Side - "A" Strake, plate No.8, "C" Strake, plate No.8, "B" Strake, plate No.13.

Starboard Side - "A" Strake, plate No.14, "B" Strake, plate No.12, "C" Strake, plate No.13, "D" Strake, plate No.12.

The following shell plates doubled:-

Port Side - "A" & "B" Strake, plates No.2.

Port & Starboard - "G" Strake, plates No.3 & No.17.

and doubling plates fitted in way of forward pump room trunk, after peak tank top, and in way of several deteriorated portions of deckhouse and accommodation bulkheads.

Grooving at laps of 26 shell plates cut out to solid metal, repaired by welding and the overlapping plates extended approx. 2'0" by fitting welded wearing

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 YES - SUN OIL CO.
If so, is the Report sent now, or when will it be sent? NOW Has Interim Certificate been issued? YES

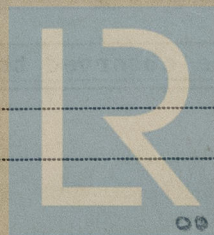
GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

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 vessel is eligible, in our opinion, to remain as classed and to have record of drydocking 4/57 and notation of S.S. Phl. (Dr.) 4/57, subject to the stern frame (E.W. 4/57, 1/55 and 3/52 being specially examined at the next drydocking.

Date of Committee NEW YORK MAY 8 1957
Minute S.S. 4.57 Phl. subject (in the end.)
S.S. Phl. 4.57 (Dr.) E.S. 4.57
without condition except Stern frame
3M-12-56 Printed in U. S. A. CERTIFICATE WRITTEN 4/57

NOTED FOR
REPAIRING



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Lloyd's Register
Foundation

009689-009696-0204 1/3

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SPECIAL

SURVEY "D"

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	YES	YES
Rudder lifted	YES	A.P. "	YES	YES
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel) and Cofferdams	YES (None oil fuel)	YES
Hatchways, Covers, closing and securing appliances	YES			
Ventilator coamings, skylights, companionways and closing appliances	YES	Fresh Water Tanks	YES	YES
Hold/ Forward	YES	Deep Tanks	YES	YES
		Oil Fuel Bunkers and Settling Tanks	YES	YES
Tween Decks	YES	Side Tanks (Summer)	YES	YES
		Wing Tanks		
Fore Peak Spaces	YES	Other Tanks		
After " "	YES			
Engine Space	YES	Cargo Tanks (Tankers)	YES	YES
Boiler "	YES			
Under Engines and Boilers	YES			
Tunnel and Well	YES	Cofferdams	YES	YES
Coal Bunkers	NONE	Pump Rooms	YES	
Chain Locker	YES			
Other Spaces	YES			
		Have Tanks now Examined been Cleaned as Necessary?		YES
		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? 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? YES

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.

Have the shell and deck plating been drilled as per Rule? YES If so, Report 8 (Dr) to be attached. Herewith.

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	GOOD	Ceiling and Cargo Battens	GOOD	Sluice Valves examined and found	NONE
" " in way of side scuttles	GOOD	Cement or Asphalt	NONE	Air and Sounding Pipes	GOOD
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD	Doubling Plates under Sounding Pipes	YES
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	By examination
Coamings and Casings	GOOD	and closing appliances	GOOD	(State if wedges removed)	GOOD
Beams and Fastenings	GOOD	Companionways and Skylights	GOOD	Chain Locker	
Frames	GOOD	Shell Openings	GOOD	EQUIPMENT	
Reverse Frames	—	Ash Shoots	NONE	Equipment Letter	bt
Longitudinals	GOOD	Overboard Discharges and Scuppers	GOOD	Anchors, No. of	3B Condition GOOD
Transverses	GOOD	Freeing ports	GOOD	Cables (State if now ranged and examined)	YES
Floors	GOOD	Steering Gear (Main and Auxiliary)	GOOD	" length 300 fms. mean diam	2-3/16"
Keelsons	GOOD	examined and found	GOOD	" (on board) Rule Length	300 fms. Size 2-3/8"
Stringers	GOOD	Windlass examined and found	GOOD	Hawsers and Warps	Sufficient
Inner Bottom Plating	GOOD	Pumps " " "	GOOD	State if any Anchors or Chain Cable have	
Bulkheads XXX XXXX	GOOD	W.T. Doors " " "	GOOD	now been supplied or retested, if so,	15 fms. 2-1
				complete Report 8 (Eq) and attach.	chain cable

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes - Con. "A" See Below for renewal of pitted bottom plating & riveting. Stern frame to again spec. examine (E.W. 4/57); Cond. "B" - "D" Strake, plate No. 9 (s.s.) indented. plates. Fractures at No. 6 cargo tank coaming repaired by welding and REMARKS, REPAIRS, Etc. (Contd.)

two cofferdam coamings partly renewed. Lower rudder pintle machined, sleeve fitted and gudgeon bush renewed. Sounding pipes in deep tanks renewed and new striking plates fitted.

Condition of Class:— Cracks in stern frame again veed out and repaired by elec. welding. It is recommended that the stern frame (E.W. 4/57) be again specially examined at next drydock

Endorsement "B":— "D" Strake, plate No. 9 s.s. slightly indented, (Seedamage).

Two stream anchors permanently removed ashore at request of Owners.

NOTE:— It was observed that the No. 5 summer tanks had been made common with the No. 9 ca

Survey Fee S.S. \$954.00
 W & T Repairs 250.00
 Special Damage & Repair Fee (if any) 30.00
 Travelling Expenses (if chargeable) 35.00
 Early & Late fees 54.00

Second Surveyor's Fee (if any)
 Date when A/c. Rendered 17 April, 1957

Foundation

SHIP'S NAME M.V. "BIDWELL"DATE OF DRILLING 4th April, 1957

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD				AFT				REMARKS		
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any			
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port		Stbd.	
Bridge Sheerstrake																		
Bridge Strake below																		
Sheerstrake ...	J	1.02	.90	.90	.12	.12	.58	.60	.62	-	-	.68	.62	.60	.06	.08		
1st Strake below	H	.72	.75	.75	-	-	.50	.47	.47	.03	.03	.50	.47	.41	.03	.09		
2nd " "	G	.64	.68	.56	-	.08	.50	.31	.31	.19	.19	.54	.38	.28	.16	.26	Doubled	
3rd " "	F	.64	.65	.65	-	-	.50	.41	.53	.09	-	.50	.47	.47	.03	.03	*Renewed	
4th " "	E	.64	.62	.60	.02	.04	.50	.50	.41	-	.09	.50	.47	.47	.03	.03		
5th " Bilge	D	.64	.62	.56	.02	.08	.64	.69	.69	-	-	.64	.53	.56	.11	.08		
6th " "	C	.64	*.48	.56	.16	.08	.64					.52						
7th " "	B	.64	.53	.78	.11	-	.64					.52	*.38	.53	.14	-		
8th " "	A	.64	*.45	.72	.19	-	.64	.65	.53	-	.11	.56	.50	.60	.06	-		
9th " "	K	1.04	.87		.17		.72	.75		-		.88	.84		.04			
10th " "		✓					✓					✓	✓	✓				
11th " "		3.60	3.30	3.49				✓	✓				✓	✓	✓			
12th " "			8 1/2	30														

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK						AFTER TANK						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
POSITION	Letter													
Bridge Sheerstrake							See	amidships	above.					
Bridge Strake below														
Sheerstrake	J	1.02	.94	.90	.08	.12	1.02	.90	.90	.12	.12			
1st Strake below	H	.72	.69	.78	.03	-	.72	.75	.75	-	-			
2nd " "	G	.64	.56	.53	.08	.11	.64	.68	.56	-	.08			
3rd " "	F	.64	.56	.62	.08	.02	.64	.65	.65	-	-			
4th " "	E	.64	.56	.53	.08	.11	.64	.62	.60	.02	.04			
5th " (BILGE)	D	.64	*.47	.50	.17	.14	.64	.62	.56	.02	.08	*Renewed		
6th " "	C	.64	.53	*.47	.11	.17	.64	*.48	.56	.16	.08			
7th " "	B	.64	.50	.50	.14	.14	.64	.53	.78	.11	-			
8th " "	A	.64	.53	.53	.11	.11	.64	*.45	.72	.19	-			
9th " "	K	1.04	.97		.07		1.04	.87		.17				
10th " "														
11th " "		360	317	314			360	321	349					
12th " "			11 1/2	11 1/2				2 1/2	3 1/2					
			10 1/2	10 1/2				2 1/2	3 1/2					

S. J. Ambler
Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	FORWARD No.2 Tank						AF No.6 Tank				REMARKS
	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	
Stringer Plate68	.67	.70	.01	-	.68	.67	.64	.01	.04	
1st Strake Inboard	.46	.45	.45	.01	.01	.46	.51	.45	-	.01	
2nd “ “	.56	.54	.61	.02		.56	.51	.54	.05	.02	
3rd “ “	.46	.42	.45	.04	.01	.46	.42	.45	.04	.01	
4th “ “	.50	.48	.48	.02	.02	.50	.48	.48	.02	.02	
5th “ “											
6th “ “											

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT)

To be securely attached to

SHIP'S NAME.....M.V. "BIDWELL"

REPORT PHL.

No. 10665

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

[illegible]

CHAIN CABLES

[illegible]

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? YES.

Surveyor to Lloyd's Register of Shipping

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