

27 JAN 1959

Rpt. 8

Port NANTES No. 737

Date of writing Report 20/1/59 When handed in at Local Office 20/1/59 Received London 26 JAN 1959

Survey held at LA PALLICE No. of Visits 3 First Date 30/12/ 19 58 Last Date 8/1/ 19 59

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. 54742 on the Iron or Steel M.S. " BRISSAC " Tons gross 10703

Built at Mobile By Whom Alabama D.D. & S.E. Co. When 1944

Owners Soc. Maritime des Pétroles P.P. Owners' address (If not already in R.B.) Dunkirk

Managers - Port of Registry - Surveyed Afloat or in Drydock Drydock Name of Dock La Pallice Date of last examn. in Drydock 8/1/59

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

Last Report: No. 12318 Port La Pallice
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 Date of Special and of Drydocking Surveys, etc.	Machinery
100 A1	LMC
SS LaP(Dr) 1/57	CS 1/57
Dkg. 12/57	MBS 1/58
	CL 1/57
	sps 1/53

Give dates and references to any letters relating to this Report

Carrying petroleum in bulk.

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 2813 m/m

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking and Damage stated to have been caused by striking the ship when leaving Marseilles on the 1st January 1958.

Damage Found :- (Port Side - numbers from forward):- Shell plates G.14 and F.14 heavily set in, 3 frames in way buckled. All damage in way of No 9 port cargo tank.

Repairs for Damage :- Shell plate G.14 renewed, F.14 cropped and part renewed, 3 frames in way cropped and part renewed. No 9 port cargo tank tested on completion of repairs and found tight.

Repairs (Wear & Tear):- Rudder pintles rebushed. Minor repairs and renewals effected to closing appliances.

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	1							
Removed and Faired or Repaired	1	3						
Faired or Repaired in place								

Was a Survey also held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to No
Is the Report sent now, or when will it be sent? Now Has Interim Certificate been issued? -

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 eligible in our opinion to remain as classed and have fresh record of Docking Survey 1.59.

28.1.59
29.1.59
Off Note

A. Marchand
T.S. Leighton and A.B. Maréchaux.
Surveyor to Lloyd's Register of Shipping
and for T.S. Leighton.

Date of Committee THURSDAY 12 FEB 1959
Minute SS 159

Noted for Header

MBS 1.59 SPS 1.59



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009904-009911-0021

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking and 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	No	No
Rudder lifted	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Hold	No	Fresh Water Tanks	No	No
		Deep Tanks	No	No
'Tween Decks	None	Oil Fuel Bunkers and Settling Tanks	No	No
		Side Tanks		
Fore Peak Spaces	No	Wing Tanks		
After " "	No	Other Tanks		
Engine Space	No			
Boiler "	No	Cargo Tanks (Tankers)	No (P) Yes	Yes
Under Engines and Boilers	No			
Tunnel and Well	No	Cofferdams	No	No
Coal Bunkers	None			
Chain Locker	No	Pump Rooms	Fwd. Yes	
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Strums in Cargo Tanks (of Tankers) been removed?	No	
		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? None

Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No

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? None

Has a Load Line Survey been held? Yes If so, state which Annual

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -

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 <u>good</u>	Ceiling and Cargo Battens <u>-</u>	Sluice Valves examined and found <u>not exd</u>
" " in way of side scuttles <u>not exd</u>	Cement or Asphalt <u>not examined</u>	Air and Sounding Pipes <u>not examined</u>
Rudder and Sternframe <u>good</u>	Cargo and other Hatchways <u>good</u>	Doubling Plates under Sounding Pipes <u>not exd</u>
Decks <u>good</u>	Hatches and closing appliances <u>good</u>	Masts and Rigging examined and found <u>good</u>
Superstructures and their closing appliances <u>good</u>	Ventilators, their coamings <u>good</u>	Condition, how ascertained <u>from deck</u>
Coamings and Casings <u>good</u>	and closing appliances <u>good</u>	(State if wedges removed) <u>not examined</u>
Beams and Fastenings <u>None</u>	Companionways and Skylights <u>good</u>	Chain Locker
Frames <u>not examined</u>	Shell Openings <u>None</u>	EQUIPMENT
Reverse Frames <u>None</u>	Ash Shoots <u>None</u>	Equipment Letter <u>gt</u>
Longitudinals <u>not examined</u>	Overboard Discharges and Scuppers <u>good</u>	Anchors, No. of <u>3B & 1s</u> Condition <u>good</u>
Transverses <u>not examined</u>	Freeing ports <u>open rail - good</u>	Cables (State if now ranged and examined) <u>No</u>
Floors <u>not examined</u>	Steering Gear (Main and Auxiliary) <u>good</u>	" length <u>stated complete</u>
Keelsons <u>not examined</u>	examined and found <u>good</u>	" (on board) <u>605 M</u> mean diam.
Stringers <u>not examined</u>	Windlass examined and found <u>good</u>	" Rule Length <u>58.5mm</u> Size
Inner Bottom Plating <u>not examined</u>	Pumps " " <u>not examined</u>	Hawsers and Warps <u>good</u>
Bulkheads and Tunnel <u>not examined</u>	W.T. Doors " " <u>good</u>	State if any Anchors or Chain Cable have
		now been supplied or retested, if so, <u>No</u>
		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below -

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Docking 18.000 Frs
 Special Damage or Repair Fee (if any) 20.000 Frs
 Travelling Expenses (if chargeable) 19.900 Frs

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