

Rpt. 8

Port PALERMO

No. 701

Date of writing Report 25/10/61

When handed in at Local Office

Received London

Survey held at PALERMO

No. of Visits 5

First Date 28/9 19 61

Last Date 5/10 19 61

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.

07505

on the Iron or Steel

S.S. M.S.

CONCA D'ORO

Tons gross 12869

Year 1954

Month 5

Built at

PALERMO

By Whom

C.N. RIUNITI

When

Owners

SICILIA - SOC. di NAV. per SERVIZI LIBERI

Owners' address

(If not already in R.B.)

Italian

Managers

Port of Registry

PALERMO

Surveyed Afloat or in Drydock

Drydock

Name of Dock

C.N.R. Floating dock

Date of last examn. in Drydock

5/10/61

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

Last Report: No. 481
To be filled in at Head Office.

Port

PAL

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	+LMC
SS. 6/58	ES. 6/58
DS. 12/60	MBS. 8/60
	SGS. 8/60
	TS. CL. 12/60
OIL TANKER	SPS. 6/58

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 ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & TEMPORARY REPAIRS

Rudder (Simplex type):-

Upon examination the lower cone end of the rudder post, found slack in its socket in the skeg of the sternframe, approx' 6 m/m. The rudder post and nut, used to tighten the sternpost cone in its socket, found badly worn in way of the screwthreads.

The rudder post found fractured, port & starboard, immediately below the rectangular coupling at the top of the post at a point where the upper part of the forging narrows into the cylindrical part, in a sharp radius. The extent of the fractures was found by cutting the metal, in way, in a groove, and checking with magnaflux, until all traces of the fractures had disappeared. Each fracture was found to be approximately 300 m/m. in length and 15 m/m deep.

Owing to the vessel's urgent commitments the Owners decided to effect temporary repairs.

Temporary Repairs:-

Rudder and post removed. Fractures in way of upper part veed and welded. Rudder and post replaced and wasted space between cone and socket caulked with mild steel strips.

Bottom and post then fillet-welded to skeg. Four brackets welded at right angles between screwed part of post and skeg.

CONTINUATION OVER 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 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 NO

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 my opinion, to remain as Classed with fresh record of DS. 10/61, subject to "permanent repairs to rudder sternpost and skeg, EW 10/61; before the end of December 1961 (3 mos. limit), and to corr.rivs. in keel and A strake ptg.ford. and set in shell pte No.2 in 6th strake bel:sheer (ps) being specially examined and dealt with as necessary at next drydocking".

E. Grieves

(E. Grieves)

Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 28 DEC 1961

Minute

DS 10.61 subject (h.o.m)

TS 10.61

MBS 7.61

SGS 7.61

30m.4.57 T.

Wants Ad

Russ

010289-010293-0337 1/2



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WMD 9/10

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR ANNUAL DOCKING SURVEY

Table with 4 columns: Items, Now Examined (YES/NO/NONE), Tanks, and Now Examined Internally/Now Tested. Rows include Shell plating, Rudder, Weather Decks, Hatchways, Ventilator coamings, Holds, Tween Decks, Fore Peak Spaces, After, Engine Space, Boiler, Under Engines and Boilers, Tunnel and Well, Coal Bunkers, Chain Locker, and Other Spaces.

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?
Have the shell and deck plating been drilled as per Rule?
Have any alterations to the approved scantlings and arrangements now been effected?

TABLE 2

Table with 3 columns: Part Name, Condition (GOOD, NOT EXAMINED, EFFICIENT, SATISFACTORY, NONE), and Remarks. Rows include Shell plating, Rudder and Sternframe, Decks, Superstructures, Coamings, Beams, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, and Bulkheads.

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

REMARKS, REPAIRS, Etc. (Contd.)

Continued

Survey Fee Docking Surv. \$1300 less 15% 1115
Revenue Tax \$2190
Special Damage or Repair Fee (if any) \$2400 less 20% 1920
Office & Travelling Expenses (if chargeable) \$975
Date when A/c. Rendered 25/10/61
DUAL CLASS L.R. & R.I.

Rpt. Cont. Sheet

Port of PALERMO

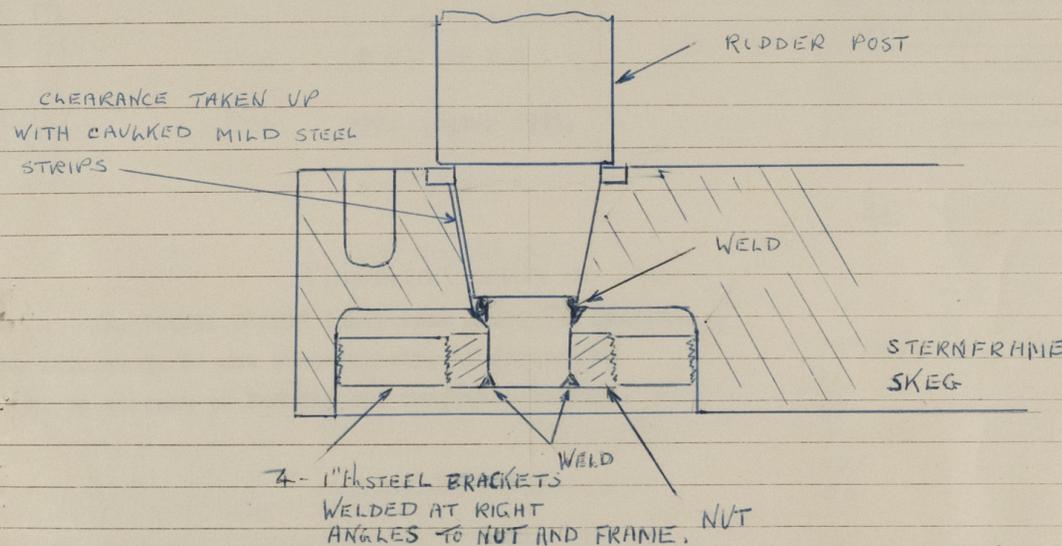
Continuation of Ship/Master Report No. 701

dated 25/10/61

on the S.S. CONCA D'ORO

Temporary repairs (continued):-

It is recommended that permanent repairs be effected before the end of December 1961 (3 mos. limit) being considered efficient meantime. Owners' representative stated that a new rudder post was being ordered, and arrangements for permanent repairs would be made at Palermo before the expiry of the above time limit.



S.R.L. :- "Corr. rivs in keel and A strake ptg ford. and set in shell pte No.2 in 6th strake below sheer (ps) to be specially examined and dealt with as necessary at next drydocking."

These parts examined and found to remain efficient. It is recommended the entry remain as at present.

E. Grieves (E. Grieves)