

Rpt. 9a.

Port of Jacksonville, Fla.

Continuation of

Local Office

Port Jacksonville, Florida

Received London

10

First Date Dec. 28 1959

Last Date Jan

S.S. "APURE" 3164 tons gross

## SURVEYS AND REPAIRS

Considered to the relevant requirements of Chapters B &amp; C of the Rules.

Upper deck

The suffix (Dr) would then be recommended PALMERS' CO., LTD.

DAMAGE: Stated sustained January 10, 1959 in

Owner's address CENTRO COMERCIAL LAS MERCEDES  
(If not already in R.B.) AVENIDA 4, MARACAIBO, VENEZUELA

Agents "TRANSPORTE NO. 11" in tow of Tug "U"

Port of Registry MARACAIBO

Surveyed Afloat or in

Dock MILL-STEVENS D.D.&amp;R. CO.

Date of last examn. in Drydock Jan. 17 '60

N.B.—Any alterations in day of pumproom port side book should be reported and underlined.

Last Report: No. 5 bunker tank  
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 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

+100A1 Oil Tanker

+LMC

SS(Dr) 6-51, 8-55

ES 8-55

DS 3-58

MBS 3-58

CLp 3-58

s 4-57

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

YES

Freeboard as marked on ship and now verified

616 m/m

NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? U.S. SALVAGE

EXAMINATION AND REPAIRS AS PER RULE FOR Modified Special Survey (12 mos.) and Damage

NOTE: This vessel has been recently purchased by the present owner for one particular charter of 12 months, confined to ports on Lake Maracaibo only.

The owner is unaware at the present moment as to the vessel's commitments on termination of his charter and therefore requested repairs be confined to those necessary for that period only.

The vessel has been completely opened up as for Special Survey and also the shell and deck plating gauged but only repairs considered necessary for 12 months have been carried out.

Should the owner's charter be satisfactory and is renewed, he intends to carry out further repairs in 12 months time to the shell and deck plating and carry out the full Special Survey.

The matter was first discussed with the Principal Surveyor, New York, and it is recommended that a record of SS(M) 1-60 (12 mos.) be assigned.

The vessel is in possession of a Load Line Certificate issued at London on the 20th December 1956 and valid until 31st July 1961.

Load Line Renewal Survey carried out this time and reports forwarded.

It was indicated to the Owner that when the Special Survey is carried out, repairs will be required to the wasted shell and deck plating as follows:

Scattered positions on bottom shell and bilge.

"F" strake shell port and starboard amidships

CONTINUATION OVER OF SHEET 2

PRIMARY 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	2	4						
Faired or Repaired in place								

A Survey also been held on machinery of the Ship?

YES

Is Classification Certificate required? If so, to be sent to

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 being in good and efficient condition is eligible, in my opinion, to remain as now classed with fresh record of DS 1-60 and notation of Modified Special Survey 1-60 (12 mos.), subject as previously recommended, to 30 fathoms of chain cable port side being renewed at earliest opportunity. (Suffix (Dr) to be added to S.S. notation when further repairs effected to shell and deck plating at the Special Survey due January 1961.

Date of Committee

NEW YORK

FEB 3 1960

Minute

DS 1.60 Subject  
SS(M) 1.60 (12 mos.)  
MBS 1.60

ES 1.60

SPS 1.60

3M-12-57 Printed in U. S. A.

010484-010494-0381 1/3

Noted  
for  
HeaderCERTIFICATE WRITTEN.  
22.3.60

FRIDAY - 5 MAY 1961

Lloyd's Register  
Foundation



LOAD LINE		
AS INDICATED BELOW HAVE BEEN EXAMINED FOR AND MODIFIED		
Items	Now Examined YES NO or NONE	Tanks
ing, sternframe and rudder cleaned, ex- posed and recoated in drydock	YES	F.P. Tank
Rudder lifted	NO	A.P. "
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (in Fuel) and Co
Hatchways, Covers, closing and securing appli- cances	YES	D.B. Fresh Water Tan
Ventilator coamings, skylights, companionways and closing appliances	YES	
Holds	-	Deep Tanks
		Oil Fuel Bunkers and Set- tling Tanks
Tween Decks	-	Side Tanks
		Wing Tanks
Fore Peak Spaces	YES	Other Tanks
After " "	YES	
Engine Space	YES	Cargo Tanks (Tankers)
Boiler "	YES	
Under Engines and Boilers	YES	Cofferdams
Tunnel and Well	NONE	Pump Rooms
Coal Bunkers	YES	
Chain Locker		
Other Spaces BR., FOGLE & POOP		
		Have Tanks now Examined been Cleaned as Necessary?
		Have Struts in Cargo Tanks (of Tankers) been removed?
		Have Tanks been Retested as necessary after completion of any Repairs?

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? =

Have the bilges been cleaned out and examined? YES Has cement in bottom been examined? =

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? YES If so, state which RENEWAL

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—  
or All—Yes. 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	-	Sluice Valves examined and found	-
" " in way of side scuttles	GOOD	Cement or Asphalt	-	Air and Sounding Pipes	GOOD
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD	Doubling Plates under Sounding Pipes	GOOD
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 <u>FROM ALOFT</u>	
Coamings and Casings	GOOD	and closing appliances	GOOD	(State if wedges removed)	GOOD
Beams and Fastenings	GOOD	Companionways and Skylights	-	Chain Locker	
Frames	GOOD	Shell Openings	-	EQUIPMENT	
Reverse Frames	GOOD	Ash Shoots	GOOD	Equipment Letter	u
Longitudinals	GOOD	Overboard Discharges and Scuppers	GOOD	Anchors, No. of <u>3B, IS</u>	Condition <u>GOOD</u>
Transverses	GOOD	Freeing ports	-	Cables (State if now ranged and examined)	
Floors	GOOD	Steering Gear (Main and Auxiliary)	GOOD	" length <u>270 FTHM</u>	mean diam. <u>1-7/8</u>
Keelsons	GOOD	examined and found	GOOD	" (on board)	Rule Length <u>270 FTHM</u>
Stringers	GOOD	Windlass examined and found	GOOD	" Rule Length <u>270 FTHM</u>	Size <u>1-15</u>
Inner Bottom Plating	GOOD	Pumps	GOOD	Hawsers and Warps	GOOD
Bulkheads and Tunnel	GOOD	W.T. Doors	GOOD	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? See Below

REMARKS, REPAIRS, Etc. (Contd.)

CONDITIONS OF CLASS: The 30 fathoms of chain cable which require to be renewed have been placed as locker lengths. The new Owner was not aware of this requirement, but he will have this item dealt with when the full Special Survey is carried out. Meantime the cable has been further specially examined and is considered efficient meantime.

Survey Fee \$500.00  
Fbd. 65.00  
Special Damage or Repair Fee (if any) 60.00  
Telephone 26.00  
Travelling Expenses (if chargeable)  
" " New York 163.00

Second Surveyor's Fee (if any) -  
Date when A/c. Rendered Jan. 29, 1960

Rpt. 9a.

Port of Jacksonville, Fla.

Continuation of Report No. 2287

dated January 29, 1960

S.S. "APURE" 3164 tons gross of Maracaibo

Considerable riveting of bottom and lower side shell plating  
Upper deck stringer and 1st inboard over cargo tanks (p&s)

The suffix (Dr) would then be recommended at the next full Special Survey.

DAMAGE: Stated sustained January 10, 1959 in consequence of vessel being struck by the Barge

"TRANSPORTE NO. 11" in tow of Tug "ULYSSES".

FOUND: In way of pumproom port side - Sheerstrake and 1st below heavily set in approximately 8' forward of bunker tank bulkhead. One transverse frame and one transverse deck beam plus four longitudinal frames in way buckled and distorted.

NOW DONE: 12' of sheerstrake and 12' of 1st below renewed. Top and bottom longitudinal seams riveted as original. Transverse frame and deck beam together with four longitudinal shell frames cropped and part renewed. Damaged ballast pump skin valve renewed.

All work tested and proven tight.

#### WEAR & TEAR REPAIRS:

Bottom Shell Plating - At this time 3/8" doublers installed for full length and width of

shell plates C8 port side and C9 stbd. side. Also two doublers installed over local wasted area of shell plate immediately above stern tube boss port side and one doubler in same location stbd. side.

Large amount of leaky rivets and seams caulked.

Upon completion all tanks tested and proven tight.

Deck Plating - Wasted main deck plate No. 3 from forward in first inboard strake stbd. side renewed this time.

Air Pipes - Two bunker tank vents with flame screen renewed.

Fire Line - 50' of 3" main fire line renewed.

Various repairs of minor nature effected.

*Hand Moller*



RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

REC'D NEW YORK FEB 1 1960

To be securely attached to  
REPORT Jacksonville No. 1

SHIP'S NAME "APURE"

DATE OF DRILLING January 1960

117 FEB 1960

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	
POSITION	Letter	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																	
BridgeStrakebelow																	
Sheerstrake ...																	
1st Strake below																	
2nd “ “																	
3rd “ “																	
4th “ “																	
5th “ “																	
6th “ “																	
7th “ “																	
8th “ “																	
9th “ “																	
10th “ “																	
11th “ “																	
12th “ “																	

THICKNESSES OF SHELL PLATING IN WAY OF MIDSHIP AND CARGO TANKS  
IN OIL TANKERS-IF DRILLED

STRAKE	POSITION	Letter	FORWARD TANK No. 2						AFTER TANK No. 5						REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any	Port	Stbd.	Port	Stbd.	Original Thickness	Thickness by Drilling	Diminution if any	Port	Stbd.	
Bridge Sheerstrake															Part drilled and part audigaged
Bridge Strake below															
Sheerstrake	H		54	49	44	5	10	54	38*	43	16*	11			*Gauging not indicative of general condition and considered efficient
1st Strake below	G		45	42	38	3	7	45	42	44	3	1			
2nd " "	F		45	42	39	3	6	45	32	34	13	11			
3rd " "	E		47	37	42	10	5	47	48	29	-	18			
4th " "	D		47	44	50	3	-	47	27*	50	20*	-			27* in locally corroded area of plate
5th " "	C		47	44	44	3	3	47	32	50	15	-			Plate doubled as being wasted generally
6th " "	B		47	33*	36	11*	11	47	50	51	-	-			overall
7th " "	A		47	41	42	6	5	47	38	51	9	-			
8th " "	Keel		68	66	66	2	2	68	62	62	6	6			* (32) Adjacent plating gauged and doubled as deemed necessary
9th " "															
10th " "			53*	47				53*	48						
11th " "				11*					9.4*						
12th " "															

27\* in locally corroded area of plate

Kenneth Moller  
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	POSITION	Letter	FORWARD No. 2						AFT No. 5						REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any	Port	Stbd.	Port	Stbd.	Original Thickness	Thickness by Drilling	Diminution if any	Port	Stbd.	
Stringer Plate ...			42	34	32	8	10*	42	35	31	7	11*			Audigaged with check drillings
1st Strake Inboard ...			42	31	28	11*	14	42	34	31	8	11*			Upper Deck
2nd " "			42	42	42	-	-	42	42	42	-	-			Trunk Side (28) Plate Renewed.
3rd " "			42	42	42	-	-	42	42	42	-	-			" " * Gauging not indicative of general condition
4th " "			56	56	54	-	2	56	53	54	3	2			Trunk Top and considered efficient
5th " "			40	39	40	1	-	40	40	38	-	2			" " (28) * Adjacent plating gauged and efficient
6th " "			56	54	54	2	2	56	56	56	-	-			

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

GENERAL COMMITTEE

Thursday 1960  
Classing Committee  
decision confirmed.

FRIDAY 26 MAY 1961

Cable N.Y.R.

Classing Committee - Report of 1960