

10 NOV 1949

No.

106705

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 29th Oct. 1949 When handed in at Local Office 13 NOV 1949 19 Port of NEWCASTLE-ON-TYNESurvey held at SOUTH SHIELDS Date, First Survey 19th Sept-1949 Last Survey 14th Oct 1949
(No. of Visits 1.6)on the ~~Wood, Iron or Steel~~ T.E.S. ZEITOUN
Built at MOBILE ALABAMA By whom ALABAMA D.D & S.B. Co. When 1945
Owners BALTIC TRADING Co. Owners' Address
(If not already recorded in Appendix to Register Book).
Managers Port belonging to LONDONyed Afloat or in Dry Dock? BOTH Name of Dock MIDDLE DOCKS & ENG. Co. LTD. Destined Voyage
Bor DBa feet; uE & B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.
Only alterations in the existing records of tanks should be inserted.

B.—All alterations in the existing records should be underlined.

t Report, No. Port.

cal Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete
Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations
subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
r causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
acement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.
e also the dates and initials of any letters respecting this case.nage cases where the Surveyor has not made a special damage report he is required to state whether he
offered his services for this purpose and to whom and why they were declined. Yes to ship.

Was a damage report made by anyone else? if so, by whom? Yes. Underwritten Surveyor.

Not Required. Was a damage report made by anyone else? if so, by whom? Yes. Underwritten Surveyor.

AIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY FOR CLASSIFICATION, AND MODIFICATIONS.
ARRAGE stated to have been caused by heavy weather on several dates during
ember 1948, to Jan 1949 and also July 1949.

OW DONE

Vessel placed in drydock, bottom and rudder cleaned, examined and
not rated. The cargo tanks examined generally.ED REPAIRS NOW DONE. STERN FRAME. The stern frame in way of the overlap on the
strike plate was found to be fractured on port and starboard sides. This fracture
appeared to have started from undercutting on the welded overlap of the "A" plates
to the stern frame. The welding of the overlap cut off and the fracture
port and starboard weed out, and welded and the "A" plate overlaps rewelded.

ARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

ENT CONDITION OF THE	Bulkheads	Ceiling	Cement or Asphalt	Rudder	Steering gear and its connections	Windlass	Have pumps been examined and found effi- cient?	Have Sluice Valves been examined and found efficient?	Have Watertight Doors been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Air and Sounding Pipes	Doubling Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Openings, Covers, &c.	Oil Bunkers	Scuppers	Cargo Hatchways	Hatches	Planking	Caulking	Treenails	Breasthooks & Stems	Transoms, Pointers & Crutches	Timbers of Frame at openings	" " at other places	Stringers, Clamps & Shelves	Salting	Copper, or Y.M. (State if on Pen.)	When fitted, Month	Year
ing of Decks	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
ngs	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
& Fastenings	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
le Plating	Efficient.	Efficient.	Efficient.	Efficient.	Efficient.	Efficient.	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
" in way of sidelights	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
se Frames	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
udinals	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
verses	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
ons	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
ers	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
Bottom Plating	good	good	good	good	good	good	Yes.	Yes.	Yes.	Yes.	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
the Tanks been examined internally?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.
the Tanks been tested?	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.

neral Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon
this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of
survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."this vessel is in good condition and eligible in our opinion to be classed "100 A.1
rying Petroleum in Bulk" and to have a record of drydocking 10,49 and the
ation of S.S. St. 10,49 subject to repairs being carried out to the set in shell
75 plating etc., in way of Nos 5 and 9 wing cargo tanks starboard side not later than at
the next drydocking.Fee (per Section 29) £ 18 : 18 : 0
Damage or Repair Fee (if any) (per Sec. 29) £ 5 : 5 : 0
SUNDAY FEE
Surveyor's Fee (if any)

mittee's Minute

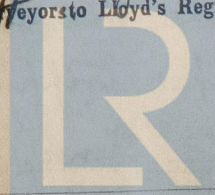
acter Assigned

f Visits

Fees applied for,

Received by me,

19.

Alfred J. S. Sheffer James W. W. Keay
Surveyors to Lloyd's Register of ShippingLloyd's Register
Foundation

The vessel was found to have 300 fms of 2 ⁵/₁₆" Cast steel stud link cable which appeared to be the original equipment and in addition 45 fms of 2 ⁵/₁₆" forged steel welded stud link cable which appeared to be the cable fitted on board at New York in August 1947. See New York Report No 47958.

The cable was all found to be in good condition and it is recommended that it be accepted for the equipment of the vessel and the item "Equipment to be brought up to Rule requirements" deleted from the S.R.L.

Alfred J. S. Sheffer

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE