

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15. 10. 53. When handed in at Local Office 16. 10. 53. Port of Wallsend
No. in Survey held at 10720 Date, First Survey 19. 8. 53 Last Survey 4. 10. 1953
Reg. Book. 32889 on the Wood, Iron or Steel T.E.S. "ZEITOUN" (No. of Visits 33)

Built at Mobile Ala. By whom Alabama D.D. & S.B. Co. When 1945
Owners Baltic Trading Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book)
Managers Port belonging to London

Afloat or in Dry Dock? Both Name of Dock Swan, Kinn's. Destined Voyage

DBa feet; uE & B feet; f feet
city tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

Report, No. 109858 Port Nwc

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Machinery and Boiler
100 A-1.	LMC. 10.49
9.52.	BS. 9.52.
Blessed 10.49	TS. CL. 9.52.
S.S. 541. 10.49	
banjip pervolen in built	
Lines for oil fuel F.P. above 150°F.	
Etc. welded.	W.T.B.

Where the Surveyor has not made a special damage report he is required to state whether he has required his services for this purpose and to whom and why they were declined Yes - owner

Was a damage report made by anyone else? if so, by whom? Underwriters.

OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, FITTING OF ADDITIONAL

ARRESTING STRAP TO SHELL PLATING, AND DAMAGES. ALSO FOR

ING OF DOCKING BRACKETS.

IAL SURVEY

W DONE:- Vessel placed in dry dock, bottom, sides and under

examined and repaired. Anchors and chain cables

examined and repaired.

The dry cargo hold, tween decks, peak spaces,

machinery spaces and pump rooms cleared. Steelwork examined

throughout, scales and coated as necessary.

all double bottom tanks, deep tanks, oil fuel bunkers

OF DAMAGE REPAIRS:-

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
33	28	-	7	3			Repairs appeared to
-	3	-	-	-			be made
70	31	-	6	25			internal structure etc.

Condition of the

Good Bulkheads Good Engine Room Skylights Good

Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. "

stenings " Cement or Asphalt " Oil Bunkers "

ing " Rudder " Couppers "

In way of sidelights " Steering gear and its connections. " Cargo Hatchways "

" Windlass " Hatches "

" Have pumps been examined and found efficient? Yes Planking "

" Have Sluice Valves been examined and found efficient? here Caulking "

" Have Watertight Doors been examined and found efficient? Yes Treeneals "

" Have Ventilators and their Coamings been examined and found efficient? Yes Breasthooks & Stemson "

Plating " Air and Sounding Pipes Good Transoms, Pointers & Crutches "

anks been examined internally? Yes Doubling Plates under Sounding Pipes " Timbers of Frame at openings "

anks been tested? " Salting State if examined Stringers, Clamps & Shelves "

Copper, or Y.M. (State if on Port.)

When fitted, Month Year

Boats Good

Masts, Yards, &c. "

Condition, how ascertained By exam?

Equipment letter (87 25/16)

Anchors, No. of 36-15.

Cables (State if now ranged) Yes.

" length 330 mean diam. 2 1/16

" Rule length 330 size 2 5/16

Chain Locker Good

Hawsers & Warps "

Standing and Running Rigging "

Sails here.

al 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 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."

Vessel is eligible in our opinion to remain as classed with fresh

record of dry docking 10.53 and notation of S.S. Juc. 10.53 subject to

inframe repairs (pts) (E.W. 9.51. EW and reinforced 9.52) being specially

marked at the next dry docking.

per Section 23) Special Survey: 105: 0: 0

Image Fee (if any) 136: 10: 0

Travelling Expenses (if chargeable) Sunday & Late: 17: 17: 0

Second Surveyor's Fee (if any) 30: 0: 0

Committee's Minute

Character Assigned

Deferred to compl. shipping

but rec'd 10.53 Nwc: LMC 10.53

but not

but not

SHEET 2.

OK-TYNE.
Lloyd's Regi
Foundation 0125 2/2

29 OCT 1953

NEWCASTLE-ON-TYNE

Continuation of Report No. 110857. dated 4th October, 1953. on the

T.E.S. ZEITOUN SHEET 4.DAMAGES

Stated to have been caused by :-

I Grounding at Amosy Bay on the 29th December 1949 and at the San Juan River, Venezuela on the 14th October 1952.

Situated in way of Keel and Bottom plating fore aft.

II Heavy weather on various occasions during the period 30th September 1952 to 15th July 1953.

Situated in way of cargo tanks.

III Ramping against the quay wall at Genoa on the 9th April 1951.

Situated in way of Side Shell of No. 3 Main Port Wing Tank.

IV Collision with the jetty at Ras Tanura on the 25th November 1950.

Situated in way of Side Shell of No. 8 Starboard Wing Tank.

V Collision with the tug "Delval" on the 8th August 1952.

Situated in way of Side Shell of Starboard after Side Bunker.

VI Cause and date not known.

Situated on side shell in way of cargo tanks in scattered positions port & starboard.

DAMAGE

Now Done :- Vessel placed in dry dock, bottom, sides and under cleaned, examined, found or placed in good order and recoated.

Examined internally all cargo tanks (Nos 2 to 9 incl), fore deep tanks port & starboard, fore Cofferdam and Pump Room, No. 1 Cargo Tanks port & starboard, after Cofferdam and Pump Room, and Engine Room forward double bottom tanks port and starboard. The aforementioned spaces also all were tested in way of repairs on completion and proved satisfactory.

REPAIRS

Steel plates numbered from forward.

Renewed :- Keel plates Nos. 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.

Port A 11, 12, 13, 14 (Port fore end), 19 (Port fore end)

B 7 (Port aft end), 8 (Port fore end).

C 11 (Starboard half width).

(19)

Fixed in Place :- Keel plates Nos 4, 5.

Port A 5, 6, 7, 8, 9, 10, 14, 15, 16, 17, 18.

B 5, 6, 11, 12, 13, 14, 16, 17.

C 5, 6, 10.

D 10.

Starboard A 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.

(37)

See Continuation (Sheet 5)

T.E.S. "ZEITON" SHEET 5.

DAMAGE & REPAIRS (CONT'D)INTERVALS.

- 2 Centre Tank :- Forward transverse on bottom shell and after bulkhead base plate part side failed in place.
- 3 Centre Tank :- after bulkhead base plate part side failed in place.

- 4 Centre Tank :- after bulkhead base plate part side, cropped and part renewed. 4 Brackets to bottom longitudinal in way renewed.

Forward bottom transverse part side failed in place and reinforced with horizontal welded flat bar.

Forward bulkhead, base plate part side failed in place and part side vertical web, frame web cut, welded and web plate failed in place. Centre web bracket to keelson failed in place, reinforced with welded flat bar and frame web cut and welded.

- 5 Centre Tank :- Forward bottom transverse part side cropped and part renewed. 1 Bracket to bottom shell longitudinal removed, failed and refitted, 1 stiffener renewed.

After transverse part side failed in place.

- 6 Centre Tank :- Forward bulkhead base plate part side cropped and part renewed. 3 Bottom shell longitudinal removed, failed and refitted, 3 end brackets to forward bulkhead and 5 to after bulkhead renewed.

Forward bottom transverse part side cropped and part renewed, bracket to centre girder renewed, 1 bracket and stiffener to bottom longitudinal renewed. 1 bracket to part vertical bulkhead web removed, failed and refitted.

After transverse part side cropped and part renewed.

- 7 Centre Tank :- Forward bulkhead vertical web cropped & part renewed at bottom, part side.

3 Bottom longitudinal failed in place.

Forward bottom transverse part side cropped and part renewed, bracket and flat stiffener to bottom longitudinal renewed.

After transverse part side cropped and part renewed, 1 bracket to bottom longitudinal removed, failed and refitted.

Centre keelson, centre bay, failed in place.

- Centre Tank :- Forward bottom transverse part side failed in place, and reinforced with horizontal welded flat.

Forward bulkhead base plate part side cropped and part renewed, 1 bracket and stiffener to bottom longitudinal renewed. Part vertical web cropped and part renewed at bottom.

- 8 Port wing Tank :- No. 1 bottom shell longitudinal outboard of longitudinal bulkhead failed in place.

See Continuation (Sheet 6)

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Continuation of Report No. 110857. dated 4th October, 1953 on the

T.E.S. ZEITOUN SHEET 6.PAGE 1 INTERNAL REPAIRS (CONT'D)

8 Port Wing Tank :- after bottom transverse in way of longitudinal bulkhead capped and part renewed.
1 welded floor stiffener renewed.

9 Fore Room Forward D.B. Tank :- 1 Intercostal port side frame in place between Nos 5 & 6 floors from after tank end.

1025 :-

frames in transverse bulkheads in way of longitudinal Kipping members on vertical webs need cut, welded and doubling plates fitted between bracker and bulkhead (Brackets numbered from bottom) Forward bulkheads of the following tanks :-

- Centre, centre web No. 1 bracker*, starboard web No. 2 bracker.
- Centre, starboard web No. 2 bracker.
- Centre, port starboard webs, No. 1 bracker.
- Centre, port web, No. 1 bracker.
- Centre, port web, Nos 1 & 2 brackers.
- Centre, starboard & centre webs No. 1 bracker, port web No. 2 bracker.
- Pump Room, centre web in No. 9 tank, No. 2 bracker.
- Port, port web No. 1 bracker.
- Starboard, starboard web, No. 2 bracker.
- Port, port web, No. 1 bracker.
- Port, port web, No. 2 bracker.

The Kipping bracker (fractured) capped and part renewed.

fractured welding of longitudinal bulkhead connections to the uniform ribs at ends in way of lower connections cut and rewelded with reinforced filler :- In Nos 4 - 6 centre tanks, port and starboard longitudinal bulkheads at both forward and after ends.

frames in transverse bulkheads in way of longitudinal Kipping members on curvatures at connection to longitudinal bulkheads, cut and welded and doubling plates fitted between bracker and bulkhead :- on the forward bulkhead of No. 9 centre tank starboard side in way of No. 3 bracker from bottom, and No. 3 starboard tank in way of No. 3 & 4 brackers.

frames in bottom shell longitudinal No. 17 (No. 3 outboard of long. sheet in wing tanks) and No. 23 (No. 4 off centre line in centre tanks), the points of their bracker connections to the forward transverse webs, cut and doubling plates welded to web & flange, vertical Kipping members being fitted to bottom of longitudinal in line with bracker points :- Centre tank port side, No. 4 Centre tank port starboard, No. 5 Centre tank side and in No. 6 wing tanks port and starboard.

See Continuation (Sheet 7)



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T.E.S. "ZEITOUN" SHEET 7.

PAGE II REPAIRS (CONT'D)

runes in side shell webs at their points where slotted for longitudinal from deck to pass through, web cut, welded notch in web placed in with welded collar:— Both webs Nos 4, 5, 6 and 7 pair starboard tanks.

all centre tanks The framework welding at the points of the brackets connecting the bottom transverse to the longitudinal deck cut away and rewelded with reinforced filler.

the No. 6 Centre tank the longitudinal bulkhead pair starboard framework at the points of these brackets, framework being welded and doubling plates inserted between bracket and bulkhead.

Nos 3, 4, 5, 6, 7 and 8 wing tanks port and starboard the framework of bottom transverse connections to the vertical webs longitudinal bulkheads cut away and rewelded with reinforced filler.

after bottom transverse in No. 8 Port wing tank was found cracked in this vicinity and has been capped and part welded between Nos 1 and 2 bottom longitudinal on board of longitudinal bulkhead.

runes in shell plate D.12 from forward port side in way of No. 7 Tank web cut welded and doubled internally. The running bilge keel butt in way cut out and rewelded in way and the scallop attachment to shell enlarged.

bilge keel, 2 framework butts on starboard side aft end web cut, welded and strapped on under side. Scallop in way of shell connections enlarged.

udder, collar plate renewed. Framework in side plating web cut and welded. Top section of udder plating on starboard side capped and part renewed top half.

all main cargo tanks water tested on completion of repairs and proved satisfactory.

DAMAGE III Shell plates numbered from forward port side.

Renewed 67 (Port after end), 47 (Port after end), 57 (Port after end) (3)
Faint in place 48; 11, 13; 4.13. (4)

In No. 3 tank, Nos 2, 3, 4, 5, 6-7 side shell longitudinal from deck capped and part renewed 3 rapping flaps renewed.

In No. 4 tank, No. 4 side shell longitudinal faint in place.

Nos 3-4 Port wing tanks water tested in way - proved satisfactory

See Continuation (Sheet 8)



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SHEET 8.

DAMAGE IV

Steel plates starboard side numbered from forward.
Renewed starboard H.13.

Frames in place G.13. (1)

In No. 8 Tank, No. 4.5 to side shell longitudinal from deck cropped and part renewed in after bay, 6 V-ripping flaps renewed. (1)

No. 8 Starboard Wing Tank water vessel in way of repair and plates satisfactory.

DAMAGE V

Steel plates starboard side numbered from forward
cropped and part renewed J.15 (1)

Frames in place K.15.

In the Side Bunker No. 2 shell longitudinal from deck cropped and part renewed in forward bay.

1 Bunker conversion to forward bulkhead renewed.

Starboard oil fuel side bunker water vessel in way of repair and plates satisfactory.

DAMAGE VI

Steel plates starboard side numbered from forward.

Renewed: - G7 and 8 (in one plate); F7 and 8 (in one plate)

[shell work answering strap removed, frames and refitted in way]

E8; J9 and 10 (in one plate); H9 and 10 (in one plate);

G9 and 10 (in one plate); J14 (Part aft end); H14 (Part aft end) (8)

Frames in place: - G6, 14; H. 6, 7, 8, 9, 15; K. 9, 10;

J. 6, 7, 8, 9, 10, 11, 12, 13, 14. (18)

No. 2 Starboard Wing Tank: - In way of E8; F7.8; G6.

No. 9.10 and 11 side shell longitudinal from deck cropped and

part renewed in after bay, brakers to after bulkhead on

No. 10 and 13 frames renewed, 6 V-ripping flaps renewed. after

bulkhead wing plate frames in place between No. 10/11 longitudinals.

3 Starboard Wing Tank in way of J7: -

No. 2.3 side shell longitudinal from deck cropped and part renewed. In way of E8 - 1 frame in place.

Starboard Wing Tank in way of G9, H9, J9, K9: -

No. 1, 4, 5, 6 and 7 side shell longitudinal from deck cropped and

part renewed in after bay, brakers to webs from No. 6 and 7

frames renewed. 8 V-ripping flaps renewed.

Starboard Wing Tank in way of J10: -

No. 2.3 side shell longitudinal from deck cropped and part renewed in after bay, 4 V-ripping flaps renewed

See Continuation (Sheet 9)

T.E.S. "ZEITOUN" SHEET 9.DAMAGE VI REPAIRS (CONT'D)

Nº 9 Starboard Wing Tank in way of H14, J14 :-

Nº 3.14 side shell longitudinals from deck cropped and part renewed in after bay, 2 brackets & after web renewed. 4 ripping flaps renewed.

after Cofferdam in way of J14 :-

Wing plates of both forward and after transverse bulkheads found in place.

Stringer shelf plate at level of Nº 5 longitudinal from deck found in place and reinforced with welded flat stiffener.

Shell plates part side numbered from forward :-

Stem soft rose plate in way of 31' to 38' draught marks cropped and part renewed. (1)

2 Breast plates in way renewed.

Found in place J. 6, 7, 8, 9, 10, 12, 14. ; K. 12. (8)

Nº 5 Port Wing Tank in way of bilge :-

Nº 7 side shell longitudinal outside of longitudinal bulkhead cropped and part renewed in centre bay.

1 ripping flap renewed.

Nº 6 Port Wing Tank in way of J10 :-

Nº 2+3 side shell longitudinals from deck found in place.

Nº 7 Port Wing Tank in way of J12, K12 :-

Nº 2.3 side shell longitudinals from deck cropped and part renewed in centre bay. 1 bracket & web renewed.

1 ripping bracket renewed.

Nº 8 Port Wing Tank in way of J13 :-

Nº 4 side shell longitudinal from deck cropped and part renewed in after bay. 2 ripping flaps renewed.

Nº 9 Port Wing Tank in way of J14 :-

Nº 2 side shell longitudinal from deck found in place.

All wing tanks port and starboard were tested in way of repairs and proved satisfactory.

S.R. LIST :- The stemframe solepiece (p/s), with the exception of rewelding & plug welds in the cheek plates, specially examined and found to continue efficient. It is submitted a further special examination be made at the next drydocking.

The pitted bottom shell plating has been dealt with - some plates having also been found set up (see Damage I) and now renewed - see also under Special Survey Repairs on Sheet 2.

The further crack arresting strap has been fitted to shell (p/s).

The set up and indented shell plating has all been dealt with. a few very slight indentations remain but are considered of no consequence and not necessary to be noted.