

Rpt. 8

Port LONDON

No. 143605

Date of writing Report 30.8.60.

When handed in at Local Office

Received London

24 OCT 1960

Survey held at Charlton

No. of Visits 2

First Date 16.8.1960.

Last Date 27.8.1960.

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.

90983

on the ~~DECK~~ Steel M.S.

"CHARMO"

Tons gross 490

Built at Dartford

By Whom

Charrington, Gardner, Locket (Ldn) Ltd.

Year 1960 Month 4

Owners Charrington, Gardner, Locket (London) Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry London

Surveyed Afloat or in Drydock On Blocks

Name of Dock Cory's Charlton

Date of last examn. in Drydock 16.8.60.

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

Last Report: No. 142598

Port Lon

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
*Al oil tanker - FP above	*LMC. 4-60
150°F River Thames service.	TS.OG. 4-60
12-59	Oil Eng's.

Give dates and references to any letters relating to this Report

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 DRYDOCKING

Minor repairs carried out.

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								
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

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, so far as now seen, is in good condition and eligible in my opinion to remain as now Classed with fresh record of Drydocking 8-60.

John C. Bentley
Surveyor to Lloyd's Register of Shipping

J.C. BENTLEY

Date of Committee

THURSDAY 3 NOV 1960

Minute

DS8,60

TS8,60

30m, 4, 57 T.

Noted for Header

CD



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011024-011031-0124 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DRYDOCKING

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 tanks examined and tested.	
Rudder lifted	No	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	No	Deep Tanks		
'Tween Decks	None	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	No	Side Tanks		
After " "	"	Wing Tanks		
Engine Space	Generally	Other Tanks		
Boiler "	None	Cargo Tanks (Tankers)		
Under Engines OK	No	Cofferdams		
Tunnel OK Well	Yes	Pump Rooms		
Coal Bunkers	None			
Chain Locker	No			
Other Spaces	No			
		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? Not required

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not required

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? No

Has a Load Line Survey been held? No If so, state which None Assigned

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

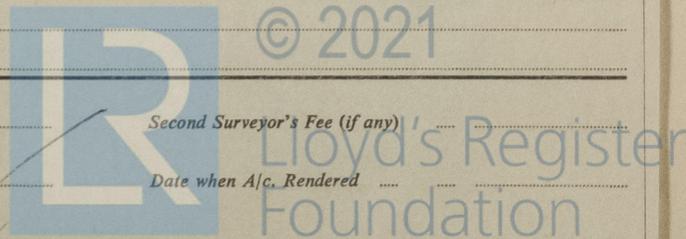
The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None	Sluice Valves examined and found	None
" " in way of side scuttles	Not examd.	Cement or Asphalt	Not examd.	Air and Sounding Pipes	Above Deck. Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not examd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	"
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	"
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	"
Beams and Fastenings	Not Examd.	Shell Openings	None	EQUIPMENT	
Frames	"	Ash Shoots	None	Equipment Letter	
Reverse Frames	"	Overboard Discharges and Scuppers	Not examd.	Anchors, No. of 2B.	Condition Good
Longitudinals	"	Freeing ports	None	Cables (State if now ranged and examined)	No
Transverses	"	Steering Gear (Main and Auxiliary)		" length	Stated complete.
Floors	"	examined and found	Good	" Rule Length	Size
Keelsons	"	Windlass examined and found	Good	Hawsers and Warps	Sufficient.
Stringers	"	Pumps " " "	Not Examd.	State if any Anchors or Chain Cable have	
Inner Bottom Plating	"	W.T. Doors " " "	None	now been supplied or retested, if so,	No
Bulkheads and Tunnel	"			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None in Current Lists. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee _____ Second Surveyor's Fee (if any) _____
 Special Damage or Repair Fee (if any) _____ Date when A/c. Rendered _____
 Travelling Expenses (if chargeable) _____



" C H A R M O "

Contd.

On these two counts the Owners Superintendent refused to accept the new stern tube, with which decision the undersigned was in agreement.

The existing previously repaired stern tube was cleaned and examined internally and externally and found in my opinion fit for further service, It was then satisfactorily refitted in the vessel.

As a means of locating the forward end of the stern tube more rigidly than the existing studs, two slightly tapered dowels were fitted into the heavy ring on the aft peak tank bulkhead, and the wood packing pieces was replaced by a well fitting metal ring in halves.

After examination the screwshaft was refitted and the alignment of the shafting found satisfactory.

It was reported after the vessel's first trip that the machinery was working satisfactorily,

It was recommended that the stern tube of this vessel be renewed before the end of February, 1961 (6 months limit) in the meantime considered efficient. Owners advised.

John C. Bentley

Surveyor to Lloyd's Register
of Shipping.

J.C. BENTLEY.



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