

Rpt. 8

DISCLOSED SECTION

Port Piraeus

No. 9081

Date of writing Report 28.6.61

When handed in at Local Office 28.6.61

Received London 6th July, 1961

Survey held at Suda Bay

No. of Visits No. 3

First Date 30.5.60

Last Date 16.6.60

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.

59843

on the Iron or Steel

S.S.

"EMPIRE FAUN" temporarily sailing as "SIRIUS"

DISCLOSED SECTION

Built at Goole

By Whom Goole S.B. & R.Co.Ltd.

When 1948

Owners Ministry of Transport

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

No.

Managers

Port of Registry Goole

Surveyed Afloat or in Drydock Both

Name of Dock Govt. Floating Dock

Date of last examn. in Drydock 16.6.60

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

Last Report: No. 8221 To be filled in at Head Office.

Port

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 retessed 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 21.4.60 & subsequent

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.		Machinery	
	+100A1		+LMC
	oil tanker	ES	8,55
SS	8,55	MBS	5,59
DS	4,59	TS CL	11,57
		SPS	8,55

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 Not verified ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Commencement of Special Survey & Docking Survey.

Repairs.

Stem bar lower portion found buckled and plating in way;

Structure now released, faired in place and re-riveted.

Rivets of 6th plate from fwd. 2nd strake below sheer p.s., found with wasted heads, now renewed.

Additional recommended repairs but not carried out.

1) Shell plates to repair as necessary.

Stbd. side:- Set in plates A1 & B2 from fwd. and internals in way.

Indented plate at 1st below sheer 5th from fwd.

Indented plates at sheerstrake 4th and 5th from fwd.

Port side:- Indented plates right aft at sheerstrake and strake below and internals in way.

Indented plate at sheerstrake 4th from aft and internals in way.

Indented plates at 1st and 2nd below sheer 2nd from fwd. & internal in way.

Indented plates A2, B2 & C2 from fwd. and internals in way.

Indented plate at 1st below sheer 6th from fwd.

Indented plate at sheerstrake 4th from fwd.

Indented plate at poop 3rd from aft.

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 is eligible in my opinion to remain as now classed in the Register Book with fresh record of D.S. 6,60 & notation of S.S. 6,60 on completion of the survey, subject to bower anchor being supplied at earliest opportunity.

Philippe D. E. P. R. Surveyor to Lloyd's Register of Shipping

NOTED FOR POSTING

Date of Committee

TUESDAY 8 AUG 1961

Minute

Deferred for further information

FRIDAY 1 SEP 1961

Class changed Reported Defects

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.		F.P. Tank	Yes.	/
Rudder lifted	No.		A.P. "	Yes.	
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	Yes.		Deep Tanks	Yes.	
'Tween Decks	None.		Oil Fuel Bunkers and Settling Tanks	No.	
Fore Peak Spaces	Yes.		Side Tanks		
After " "	Yes.		Wing Tanks		
Engine Space	Yes.		Other Tanks		
Boiler " "	Yes.		Cargo Tanks (Tankers) All P & S	Yes.	
Under Engines and Boilers	Yes.				
Tunnel and Well	None.		Cofferdams	Yes.	
Coal Bunkers	Yes.		Pump Rooms	Yes.	
Chain Locker					
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?	Yes.	
			Have Struts in Cargo Tanks (of Tankers) been removed?	Yes.	
			Have Tanks been Retested as necessary after completion of any Repairs?	No.	

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? **Yes.**
 Have the bilges been cleaned out and examined? **In Blk & ER Yes.** Has cement in bottom been examined? **Yes.**
 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? **No.** If so, state which **-**
 Have the shell and deck plating been drilled as per Rule? **Yes** If so, report 8(Dr) to be attached **Rpt. forwarded 21.6.60**
 Have any alterations to the approved scantlings and arrangements now been effected? **Yes c/D** 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	Good.	Stuice Valves examined and found	Not examined.
" " in way of side scuttles	Good.	Cement or Asphalt	Good.	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	From aloft
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	Good.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	Good.
Beams and Fastenings	Good.	Shell Openings	Good.	EQUIPMENT	
Frames	Good.	Ash Shoots	Good.	Equipment Letter	k ✓
Reverse Frames	Good.	Overboard Discharges and Scuppers	Good.	Anchors, No. of	2B 1S Condition Good.
Longitudinals	Good.	Freeing ports	Not examined.	Cables (State if now ranged and examined)	Yes.
Transverses	Good.	Steering Gear (Main and Auxiliary)	Not examined.	" length 180 fms. mean diam. 1 5/16"	
Floors	Good.	examined and found	" "	" (on board) Rule Length 210 fms. Size 1 5/16"	
Keelsons	Good.	Windlass examined and found	" "	Hawsers and Warps	Sufficient
Stringers	Good.	Pumps " " "	" "	State if any Anchors or Chain Cable have	No.
Inner Bottom Plating	Good.	W.T. Doors " " "	Good.	now been supplied or retested, if so	
Bulkheads and XXXX	Good.			complete Report 8(Eq) and attach.	

* Please see main body of report. Otherwise Good.
 Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) & (B) No. See Below

REMARKS, REPAIRS, Etc. (Contd.)
 Buckled stem above W.L.
 Note:— The owners did not propose to carry out the above repairs at that time, as they claimed that repair facilities at Suda Bay were limited. Therefore the damaged shell was only noted and we were requested to make our recommendations as to the way the repairs should be carried out, upon vessel's arrival and drydocking at Salamis.

2) Shell rivets found wasted to renew: At aft pump room common landing of sheerstrake and 1st below.
 At strengthening strap:
 Port side, at plates Nos. 3, 4 and partly 5 from fwd.
 Stbd. side of plates Nos. 2, 3, and 4 from fwd.

Survey Fee DS £15. 0. 0
 Com.SS 115. 0. 0
 Special Damage or Repair Fee (if any)
 Travelling Expenses (if chargeable) 15. 0. 0
 Second Surveyor's Fee (if any)
 Date when A/c. Rendered 3.7.61

on the S.S. ~~MSX~~ "SIRIUS"
 3) In F.P. 2 buckled frames p.s. and 2 frames, beam knees and beams s.s. to remove fair and refit.
 4) In all cargo tanks beams and stiffeners on deck head and expansion trunk, three upper rows of longitudinal frames and 2 upper rows of stiffeners on transverse bulkheads, found wasted, to renew. Several sections of boundary bars in all tanks to caulk and rivets in way.
 5) Deck stringer plate No.4 from fwd. p. & s. found wasted to renew.
 6) Air pipes to supply with means of closing and in O.F. air pipes to fit flame arrestors.
 7) Lead pipes in chain locker to renew at lower end.
 Further it was found that the c/D fr. 46-47 was used as a F.W. tank and recommended that ~~it~~ it should be kept dry and F.W. piping disconnected.

Condition of class Bower anchor to be supplied at earliest opportunity.
 Recommended to be now supplied but nothing done.

S.R.L. Appendix
 Stem set over and buckled. Stem now only partly dealt with, see main body of report.
 Sternset over and buckled, stern and shell plating etc., (p. & s.) indented.
 Nothing done. Although a number of indents have been noted in the SRL Appendix previously, now due to their increased number it was recommended that they should be dealt with, having also in mind the recommended repairs to the vessel internals.
 Keel plate No.2 set up. Found efficient nothing done this time and it is recommended that this item remains as previously recommended.

To complete the Special Survey:—
 Repairs to be carried out as recommended.
 To examine, O.F. bunkers, Steering gear, Windlass, Pumps, & W.T. Doors.
 To test all tanks.
 To verify freeboard markings.

Anchor to supply.
Philippou *SA Paul*

GENERAL COMMITTEE
 Monday 5th October 1961
 Classing Committee
 decision confirmed