

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London

25 OCT. 1962

Ship's Name ~~SS~~MS "SAN FLORO" Gross tons 644
 Is there a rpt. 9? Yes Port Bilbao Rpt. No. 13362
 No. of visits 7 First date 24.8.62 Last date 18.9.62
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 146317 *low*
 Date of completing rpt. 16-10-62 Surveyed at, if different from Port above -
 Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 12.9.62
 Has a Load Line Survey been held? Yes-Renewal Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (Cont.). (P.S.)

Survey fees 14,520 Pts. Damage fee 10,500 Pts. Expenses 200 Pts.

S.A. fee

I have surveyed the above ship in accordance with the Rules for

SPECIAL SURVEY "B" AND DAMAGE

(Survey due 11.62. Ship 6.2/12 years old.).

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Repairs Wear and Tear

Now done:- Minor voyage repairs effected.

Rudder:- lifted, and removed ashore for examination
 2 - rudder stock palm bolts - renewed.
 On completion, rudder refitted and tried under working conditions. Found satisfactory.

Damage:-

Stated sustained through:-

- 1) Contact with the "BERT PRIOR" in the R. Thames, on the 8th December 1961.
- 2) Grounding, whilst on voyage from Antwerp to Santander, on the 4th July, 1962.
- 3) Contact, with the quay wall in Bordeaux, on the 11th July, 1962.
- 4) Contact with the dock wall in Bordeaux, on the 13th July, 1962.

I recommend that this ship remain as classed with/without fresh record of dry docking 9.62 and to have the Notation of "s.s. 9.62"

Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

TUESDAY 20 NOV 1962

Minute

SS. 9.62 without spec. can
 SS. 9.62 Csm. 9.62.

Wm. H. Little
 Surveyor to Lloyd's Register of Shipping

ALSO FOR

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ed should be
 & repairs",
 subjected to
 stated.

5) Excessive weight of cargo whilst on voyage from Santander to Bilbao, in July, 1962.

DAMAGE No 1

Found:- Buckled and set in stem and adjacent side shell plating etc. (p.& s.f.)

Now done:-

Shell Plating (p&s):- plating numbered from forward

Approx. 3 mts. of soft nosed stem plate - cropped, part renewed
'E' Strake, No 1 (p&s) - faired in place
'F' Strake, No 1 (p&s) forward portion - cropped, part renewed
'G' Strake, No 1 (p&s) forward portion - cropped, part renewed.
'H' Strake, No 1 (p&s) - faired in place.

Forward Store (p&s):-

3 - Side shell frames (1p-2s) - Faired in place.
3 - Side shell frames (2p-1s) - cropped removed, faired and refitted.

Approx. 1 mt. vertical centreline plate stiffener - cropped, part renewed
One breast hook - removed, faired, refitted.

Fore Peak Tank:-

One centreline plate in tank top - cropped, part renewed
One breast hook - removed, faired, refitted.

DAMAGE No 2

Found:- Indented bottom shell plating (p&s) and buckled bilge keels (p&s).

Now done:-

Bottom shell Plating (p&s) - plating numbered from forward.

Keel plate No 2 - faired in place.
'A' Strake No 2 (p&s) - faired in place.
'A' Strake Nos. 5, 6 and 7 (ps); 4 & 6 (ss) - faired in place.
'B' Strake, Nos 5, 6 and 7 (p&s) - faired in place.
'C' Strake, Nos. 4, 5 and 6 (p&s) - faired in place.
'D' Strake, Nos. 5 (ss). - faired in place.

Bilge keels

Port side - approx. 8 metres of bulb plate - cropped, removed, faired & refitted.
Starbd. side - approx. 7.5 mts. of bulb plate - cropped, removed fired and refitted.

No 1 D.B. Tank (p&s):-

Approx. 300 slack rivets in floors etc. - renewed.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed	5-pt	8-web			
Removed and faired or replaced	-	3-pt			2-breast hks Bilge Keels
Faired or repaired in place	46	31	No 2 TD& girders	32	Bwk plts.

pt. 8 (cont.) 1st.

Ship's Name SS/MS "SAN FLORO"

Port BILBAO

Rpt. No. 13362

DAMAGE No 3

Found:- Indented and set in side shell plating etc. (ps) in way of Nos. 1 and 2 Holds.

Now Done

Side Shell Plating (ps) - Plating numbered from forward.

'F' Strake, Nos 3 and 4 - faired in place
'G' Strake, Nos. 3 and 4 - faired in place
'H' Strake, Nos. 1, 3, 5 and 9 - faired in place

No 1 Hold (ps):-

7 - Side shell frames - faired in place

No 2 Hold (ps):-

6 - Side shell frames - faired in place

DAMAGE No 4

Found:- Indented and set in side shell plating etc in way of Nos. 1 and 2 Holds (ss).

Now done:-

Side shell plating (ss):- Plating numbered from forward

'D' Strake, No 5 - faired in place
'E' Strake, Nos. 4 and 5 - faired in place
'F' Strake, Nos 4, 5 and 6 - faired in place
'G' Strake, Nos 4, 5, 9 and 10 - faired in place
'H' Strake, Nos 3, 4 and 9 - faired in place

Bulwark Plating (ss):-

One bulwark plate (No 9) - cropped, removed, faired and refitted
Two bulwark plates (Nos. 10 and 11) - faired in place.
Approx. 3 mts. of B.A. top rail - cropped, removed, faired and refitted.
Approx. 3 mts. of B.A. top rail - faired in place.

No 1 Hold (ss):-

11 - Side shell frames - faired in place

No 2 Hold (ss):-

4 - Side shell frames - faired in place

DAMAGE No 5

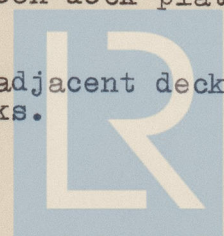
Found:- No 2 tween deck plating and hatch coaming (p&s) set down generally over full length of hatch opening.

Now done:-

No 2 Hold:-

All half beams and strong cantilever beams in way of the hatch opening (p&s) freed from tween deck plating and hatch side girders.

Hatch side girders, with adjacent deck plating, faired in place by heating and hydraulic jacks.



Ship's Name ~~SS/MS~~ "SAN FLORO"

Port BILBAO

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- 32 - tween deck half beams (16p-16s) - faired in place.
- 32 - beam knees in way - removed, faired, refitted.
- 8 - Web frames (4p-4s) - renewed.

On completion, a 10,600 x 200 x 15 m/m rider plate was riveted to the horizontal flange of the hatch side girder (p&s)

7 - Hatch beams removed on shore and faired or repaired as found necessary.

On completion, all damage repairs were tested to satisfaction.

Conditions of Class :-

(S.R. List N^o 191):- "Set up keel plate N^o 2, bottom shell plates A2 and 5, B6 and 7, C4,5 and 6, D 5 (ps); A 2,4,5 and 6, B 6 and 7, C 5 and 6, D 5 (ss) (all from forward) to be specially examined and dealt with as necessary next drydocking. Buckled Stem plating, etc. to be specially examined and dealt with as necessary next drydocking."

Now Done:-

Permanent repairs to set up bottom shell plating etc, effected at this time - see body of Rpt., Damage N^o 1, and Damage N^o 2.

It is submitted therefore that these items be now deleted from the ship's "Conditions of Class".

SUMMARY OF DAMAGE FEES:-

Damage N ^o	1	-	Ptas. 2,400
"	2	-	Ptas. 1,680
"	3	-	Ptas. 1,500
"	4	-	Ptas. 1,920
"	5	-	Ptas. 3,000

Total.....Ptas. 10,500

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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name S/MS "SAN FLORO"

S.S. ("B") Due 11.62

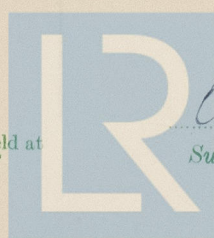
Port Bilbao

Rpt. No. 133621

<u>Examined & condition</u>		<u>Examined & condition</u>	
In dry dock from	30.8.62	* Air & sounding pipes	Good.
" " " to	12.9.62	Doublers under " "	Good.
Shell plating	Good.	Steering arrangements (main)	Good.
Sternframe	Good.	" " (aux)	Good.
Rudder	Good.	Windlass	Good.
Was rudder lifted?	Yes.	Masts & rigging	Good.
Plating, etc. in way of shell openings	Good.	Hand pumps & suction	Good.
Side scuttles & deadlights	Good.	W.T. doors	Good.
Overbd. scuppers & discharges	Good.	Bulwarks, freeing ports, etc.	Good.
F.P. spaces	Good.	Summer freeboard as verified	5' - 0.3/4".
Chain locker	Good.		
A.P. spaces	Good.		
Engine space	Good.		
Boiler space			
Under E. & B.		<u>EQUIPMENT:</u>	
Coal bunker	None.	Equipment letter	"L" ✓
Funnel & well	Good.	Fee ltr., if diff. from eqpt. ltr.	
Cement, asphalt, etc., on btm. shell	Good.	Anchors: No. on board	3B.
Weather decks	Good.	State if ranged	Yes.
* Casings	Good.	Length on board	385 mts.
* Deckhouses	Good.	Mean dias. range from	35 m/m. to 37 m/m.
Superstructures	Good.	Rule length	385 mts. Dia. 35 m/m.
* Skylights	Good.	Mooring ropes	Sufficient.
Companionways	Good.		
* Hatchways	Good.		
* Ventilators	Good.		
Other items:	-		

2" in R.B.
Pnls to mte

These items to include their closing appliances
Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Good.	F.P. tank	Good.	Good.
"	'Tween decks	Good.	A.P. tank	Good.	Good.
			D.B. tanks & c/dams	Good.	Good.
No. 2	Hold	Good.			
"	'Tween decks	Good.			
No. 3	Hold		O.F. bunkers	None	None
"	'Tween decks				
			Settling tanks	None	None.
No. 4	Hold				
"	'Tween decks				
			Deep tanks (O.F.)	Good.	Good.
No. 5	Hold	None			
"	'Tween decks		Side tanks		
No. 6	Hold		Wing tanks	None	
"	'Tween decks				
			Other tanks:		
	Cargo battens	Good.			
	Ceiling, etc.	Good.			



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