Rpt. 8.

(Received at London Office 22 AUG 1955) No. 20911

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3-8 1955 When handed in at Local Office 3-8 1955 Port of GENOA

No. in Reg. Book 59094 09054 Survey held at SPEZIA Date, First Survey 17-7-55 Last Survey 21-7 1955 (No of Visits 5)

on the ~~Wood, Iron or~~ Steel S/TANKER "ENRICO INSOM"

TONNAGE :— GROSS 10427 UNDER DK. 9421 NET 6250

Built at PORTLAND, OR. By whom KAISER CO. INC. When YEAR. 1944 MONTH. —

Owners ENRICO INSOM. Owners' Address ✓ (if not already recorded in Appendix to Register Book)

Managers ✓ Port belonging to ROME

Surveyed Afloat or in Dry Dock ? BOTH Name of Dock ARSENALE DRY DOCK - SPEZIA Destined Voyage ✓

CellDBorDBa ..... feet ; uE&B ..... feet ; f ..... feet

total capacity ..... tons. FPT ..... tons ; APT ..... tons ; MT ..... feet ..... tons.

only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 140824 Port Liv.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100 A1	LMC 7.52
4.54	BS 4.54
Classed 2.49	✠ CL 1.53
SS Uwc. - 4.53	
Carrying petroleum in bulk	Fitted for oil fuel F.P. above 150°F.
EW.	

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ins.

In damage 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. not required

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING & DAMAGE

Now done for:

1) DOCKING. Ship placed in dry dock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked on the 20th July 1955.

EXAMINED: weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, general equipment, main and auxiliary steering arrangements, cargo tanks No. 3 (portside), 7 (port and starboard) & 8 (centre).

All parts surveyed found or placed in good condition excepting as reported below.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed								1 side transverse web (part)
Removed and Faired or Repaired								—
Faired or Repaired in place ..	2							2 side transverses webs.

PRESENT CONDITION OF THE

Decks	good	Bulkheads	part exam. efficient. (oil also Fit)	Engine Room Skylights	good
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—
Coamings	"	Cement or Asphalt	—	Oil Bunkers	—
Beams & Fastenings	part exam. good	Rudder	good	Scuppers	good
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	"
" " in way of sidelights	—	Windlass	"	Hatches	"
Frames	—	Have pumps been examined and found efficient ?	no	Planking	
Reverse Frames	—	Have Sluice Valves been examined and found efficient ?	no	Caulking	
Longitudinals	part exam. good	Have Watertight Doors been examined and found efficient ?	yes	Treenails	
Transverses	" " "	Have Ventilators and their Coamings been examined and found efficient ?	good	Breasthooks & Stemson	
Floors	—	Air and Sounding Pipes	above W.D. good	Transoms, Pointers & Crutches	
Keelsons	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	
Stringers	—			" " at other places	
Inner Bottom Plating	—			Stringers, Clamps & Shelves	
Have the Tanks been examined internally ?	Yes			Salting	
Have the Tanks been tested ?	Fit.			*State if examined*	

Copper, or Y.M. (*State if on Felt.*)	
When fitted, Month	Year
Boats	not exam.
Masts, Yards, &c.	good
Condition, how ascertained (*State if wedges removed.*)	from deck
Equipment letter	G + (red) 25/16 (red)
Anchors, No. of	3B + 1S
Cables (*State if now ranged*)	no
" length (*Stbd.*)	STATED mean diamr.
" Rule length	COMPLETE size
Chain Locker	—
Hawsers & Warps	stated good
Standing and Running Rigging	"
Sails	—

General 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 ship, so far as now surveyed, is, in my opinion, eligible to remain as classed with fresh record of docking 7.55, subject to corroded rivets of crack arrestors in flat of bottom (p&s) being specially examined at the next dry docking, also to leaky transverse bulkheads in No. 7 wing tank (portside) to be dealt with at the next dry docking - homogeneous cargo to be carried in Nos 6, 7 & 8 cargo wing tanks (portside) in the meantime.

Survey Fee (*per Section 23*) DOCKING: £ 13000 less 15% £	: 11.050 =	Fees applied for, 18/8/ 1955
WEAR & TEAR REPS.: £ 8.000 less 15%	6.800 =	
£ 24000 less		
~~Special~~ Damage ~~or~~ Repair Fee (if any) 15% = 2 (*per Section 23*)	: 20.400 =	
CAR FUND - - - - £	382 =	Received by me,
Travelling Expenses (if chargeable) £	: 11.605 =	19
PART HOLIDAY FEE - - - - - £	3.500 =	
~~Second Surveyor's Fee (if any)~~ REV. TAX £	: 1613 =	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURSDAY 15 SEP 1955

Character Assigned 7.55 Spez. subject (L+m) (with L. Horsemen) BS 7.55.

Note for Ser. Spez. Lr 12/9 re withdrawal of class

Noted for Header

EQUAL CLASS R. & R. I.

Is Certificate required? If so, to be sent to

P.O.B.

011433-011440-0298 1/2

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Upon examination of bottom shell plating, the points of rivets in the crack arrestors in the flat of the bottom were found corroded (p&s.)

It is recommended that this item be specially examined at the next dry docking.

WEAR & TEAR REPAIRS.

Now done :- a few fractured welds in rudder plating now reed out and rewelded; plating of rudder (s.s.) in way of upper pintle recess, found fractured, now reed out, welded and a suitable welded doubler fitted in way.

- cargo tank No 8 (centre): bottom longitudinal No 4 from ℄ (p.s.), found fractured in way of transverse bulkhead web bracket, now reed out, welded and a suitable welded doubler fitted to flange in way.

2) DAMAGE. A) Damage stated sustained through heavy weather encountered in November 1953 whilst on voyage New York - Caripito - Bahia, in ballast.

The following repairs now carried in connection therewith:

- leakages in transverse bulkheads at fore and after end of wing tank No 7 (s.s.) in way of longitudinal end through brackets now satisfactorily repaired by fitting welded collar plates. On completion of repairs, wing tank No 7 (s.s.) tested with satisfactory result.
- leakages in transverse bulkheads at the fore end of wing

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	Weight Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

If Patent, state name of Patentee. If Stockless, state Mechanical Tests.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts.	qrs.	lbs.	Per Rule. Cwts.	qrs.	lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire															

tank No 7 (p.s.) in way of longitudinal end through brackets now repaired by fitting welded collar plates. As similar repairs to after end bulkhead of No 7 (p.s.) wing tank could not be carried out at this time, no hydrostatic test of this tank was carried out at this time.

B) Damage stated to have been sustained through heavy weather encountered in January 1955 on voyage from Cardon to Mowaymouth. The following repairs now carried out in

PLEASE, SEE CONTINUATION SHEET

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

Rpt. 9a

Port of GENOA — Continuation of Report No. 20911 dated 3/8/55 on the S/TANKER "ENRICO INSOM"

connection therewith:

- Shell plating, portside: one small horizontal fracture in plate No 6 in 2nd strake below sheerstrake in way of forward side transverse of No 3 wing tank now reed out, welded and a suitable welded doubler fitted on inside.

Internals in way of No 3 wing tank (p.s.): web plate of forward side transverse, found fractured in way of longitudinal No 6, now part renewed.

- Shell plating, starboard side: one small horizontal fracture in 4th strake below sheerstrake in way of after side transverse of No 7 wing tank now reed out, welded and a suitable welded doubler fitted on inside.

Internals in way of No 7 wing tank (s.s.): web plate of forward and after side transverses, found fractured in way of longitudinals Nos 11 & 12, now reed out, welded and suitable welded doublers fitted in way.

On completion of the above repairs shell plating in way satisfactorily tested.

Conditions of class. "Leaky transverse bulkheads in No 7 wing tank (p.&s.) to be dealt with next dry dkg - homogeneous cargo to be carried in Nos 6, 7 and 8 cargo wing tanks (p.&s.) meantime".

Fore and after end bulkheads of No 7 wing tank (s.s.) now repaired and tested with satisfactory result; fore end of bulkhead of No 7 wing tank (p.s.) now repaired as stated in para. 2 A above but no test carried out on completion of repairs. No repairs effected to after end bulkhead of No 7 wing tank (p.s.) owing to the difficulty of obtaining gas free certificate for hot work in No 8 wing tank (p.s.)

In view of the above it is recommended that the existing condition of class be amended to: "leaky transverse bulkheads in No 7 wing tank (portside) to be dealt with next dry docking - homogeneous cargo to be carried in Nos 6, 7 and 8 cargo wing tanks (portside) meantime".

Interim Certificate issued - copy attached.

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