

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th March 1949 When handed in at Local Office 4th March 1949 Port of NAPLES.

No. in Survey held at Palermo Survey 10th Jan. Last Survey 20th February, 1949  
Reg. Book. (No. of Visits 16)

55524 on the Wood, Iron or Steel s.s. "CLEVELAND" ex "Forbes Roads" YEAR 1944 MONTH 7mo

TONNAGE: Built at Portland Or. By whom Kaiser Co. Inc. When 1944 MONTH 7mo  
GROSS 10667 Owners Cleveland Petroleum Co. Ltd. Owners' Address  
UNDER DECK 9488.91 Managers Esso Transportation Co. Ltd. Port belonging to London  
NET 6313.89

Surveyed Afloat or in Dry Dock? both Name of Dock Cantieri Navali Riun. Destined Voyage Suez East  
Cell D B or D Ba feet; uE & B feet; f feet  
Total capacity tons. FPT tons; APT tons; MT feet tons.

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 B.S 11=47  
Classification Contemplated (490.lbs Spt. 475.lbs)  
11-47 4.48 T.S. cl. 10=47  
Examined 11=47

Last Report, No. Port Classification Garrying Petroleum in bulk. Else welded. WTB.

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.

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. Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2 3/4 ins. Underwr. Surveyor

Services offered, not required. Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, SPECIAL SURVEY, DOCKING, FREEBOARD RENEWAL.

Fitting of amended connections between bulkheads, webs etc.

Damage stated to have been caused by grounding (See S.R.L)

Damage stated to have been caused by the vessel contacting the quay when leaving dry dock at Palermo on the 16th Jan. 1949.

WORK DONE: Vessel placed in dry dock, bottom, rudder, and stern frame cleaned, examined and recoated, and found in good condition, a few minor indents being examined and none considered worthy of note.

All cargo tanks, cofferdams, deep tanks, D.B. and Peak tanks, Peak spaces, bunkers, pump rooms, and machinery spaces examined. Bottom plating in way of cargo suction strums examined and found in good condition.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good	good	good	good	good	When fitted, Month	Year
Caulking of Decks	=	Ceiling	=	Coal Bunkers, Openings, Covers, &c.	=		
Coamings	good	Cement or Asphalt	good	Oil Bunkers	good	Boats	good
Beams & Fastenings	"	Rudder	do	Scuppers	"	Masts, Yards, &c.	good
Outside Plating	"	Steering gear and its connections	good	Cargo Hatchways	"	Condition, how ascertained	examined
" " in way of sidelights	=	Windlass	do	Hatches	"	(State if wedges removed.)	none
Frames	good	Have pumps been examined and found efficient?	Ejectors yes	Planking		Equipment letter	G+ 2.5/16
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	=	Caulking		Anchors, No. of	3.B. 1.S
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length	270 mean diamr. 2.5/16
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" Rule length	330 size 2.5/16
Keelsons	"	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Chain Locker	good
Stringers	"			" " at other places		Hawsers & Warps	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	good
Have the Tanks been examined internally?	yes			Salting	State if examined.	Sails	=
Have the Tanks been tested?	yes						

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 vessel is eligible in my opinion to have the notation of 100 A1 SS.Pal.2=49 and

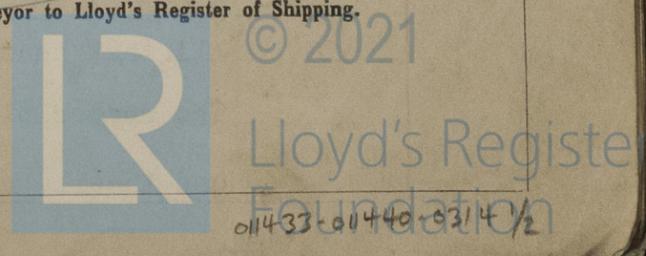
date of Docking 1=49.

60 fathoms of cable to be supplied.

Survey Fee (per Section 29)	£	:	:	Fees applied for, London.	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	Received by me,	19
Travelling Expenses (if chargeable)	£	:	:		
Second Surveyor's Fee (if any)	£	:	:		

Committee's Minute WED 13 APR 1949

Character Assigned See minute on file



MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

All tanks and cofferdams tested and found or made tight.  
Deck casings gangways hatchways, closing appliances, ventilators air and sounding pipes striking plates under the sounding pipes, masts, spars, and rigging, the rudder quadrant, steering gear, aux steering gear and connections, windlass, ejectors, W.T. doors, and general equipment examined and found or made good.

Anchors and cables ranged and examined, chain lockers examined. The marks on anchors and cables verified with certificates on board, and given on F.E. Report. 60 fathoms cable to supply.

The fitting of T bar connections, additional brackets, diaphragms, and the stiffening of the bulkhead webs have been effected as follows:  
Additional brackets fitted to cruciform connections throughout.

Bracket connections to bulkheads fitted with T bars and diaphragms throughout. Bulkhead web lightening holes closed by welded plates throughout.

All centre tank webs and webs in No. 3 and 7 wing tanks fitted with stiffeners. All bottom transverses in centre tanks fitted with brackets in way of connection to the longitudinal bulkheads.

In No. 3 and 7 wing tanks, p. & s., the longitudinal bulkhead web connection to the bottom transverse was found fractured and the fractures have been welded up and brackets fitted connecting the web and transverse.

The bilge keels have been extended and doubling plates fitted at the ends. The plating of the after end of the centre castle was fractured in way of

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

\* 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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.				
					Fathoms.	Ins.	Tons.	Tons.			

the deck steam, exhaust, and water pipes etc., and these pipes have now been fitted with glands.

A number of defective welds found during the testing of the tanks have been cut out and renewed.

A defective shell butt weld amidship, s.s., in way of the upper shell strap has been cut out and renewed.

All tank heating coils have been found wasted, and now removed.

The rudder plating which was fractured has been repaired by electric welding and locally reinforced.

s.s. " CLEVELAND "

6 derrick heel pins renewed.

About 90 feet of bulwark rails faired in place.

Other minor repairs effected.

Windlass and steering gear examined under working condition during trials and found satisfactory.

DAMAGE - GROUNDING:

The bottom, rudder, and sternframe examined and all found in good condition except for one shell plate very slightly set up between longitudinals. This indent in No. 7 centre tank "A" strake, between the for'd bulkhead and the first transverse aft is not considered worthy of further note.

DAMAGE LEAVING DRY DOCK:

Port and Stbd Side shell plating examined and the painting found scraped in way of the port side lower strap for'd, and slightly indented in the 4th. strake below stbd side No. 4 plate from for'd.

A number of strap rivets have been caulked in way of the scraping (p.s) and the slight indent of the plating (s.s) is not considered to be worthy of further note.

F.N. Suttell

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

