

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th. March 49 When handed in at Local Office 4th March 49 Port of NAPLES
 No. in Survey held at Palermo Date of Survey 10th. Jan. Last Survey 20th. February, 1949
 Reg. Book. 55524 on the Wood, Iron or Steel s.s. "CLEVELAND" ex "Forbes Roads"
 (No. of Visits 18)

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
Palermo
 Cell D B or D Ba _____ feet; uE & B _____ feet; f _____ feet
 Total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ 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. _____ Port _____

(Periodical Surveys, when held, must be reported in detail and serially 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
 OW Services offered, not required. Was a damage report made by anyone else? if so, by whom? _____

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).
<u>100 A1</u>	<u>B.S 11=47</u>
<u>Classification Contemplated</u>	<u>(490.lbs Spt. 475.lbs)</u>
<u>11-47 4.48</u>	<u>T.S. cl. 10=47</u>
<u>Examined 11=47</u>	
<u>Carrying Petroleum in bulk.</u>	
<u>Else welded.</u>	<u>W.T.B.</u>

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2.3/4 ins.
 Underwr. Surveyor

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 Fairred or Repaired								
Fairred or Repaired in place								

PRESENT CONDITION OF THE	
Decks	<u>good</u>
Caulking of Decks	<u>=</u>
Coamings	<u>good</u>
Beams & Fastenings	<u>"</u>
Outside Plating	<u>"</u>
" " in way of sidelights	<u>=</u>
Frames	<u>good</u>
Reverse Frames	<u>"</u>
Longitudinals	<u>"</u>
Transverses	<u>"</u>
Floors	<u>"</u>
Keelsons	<u>"</u>
Stringers	<u>"</u>
Inner Bottom Plating	<u>"</u>
Have the Tanks been examined internally?	<u>yes</u>
Have the Tanks been tested?	<u>yes</u>

Bulkheads	<u>good</u>
Ceiling	<u>=</u>
Cement or Asphalt	<u>good</u>
Rudder	<u>do</u>
Steering gear and its connections	<u>good</u>
Windlass	<u>do</u>
Have pumps been examined and found efficient?	<u>Ejectors yes</u>
Have Sluice Valves been examined and found efficient?	<u>=</u>
Have Watertight Doors been examined and found efficient?	<u>yes</u>
Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>
Air and Sounding Pipes	<u>good</u>
Doubling Plates under Sounding Pipes	<u>good</u>

Engine Room Skylights	<u>good</u>
Coal Bunkers, Openings, Covers, &c.	<u>=</u>
Oil Bunkers	<u>good</u>
Scuppers	<u>"</u>
Cargo Hatchways	<u>"</u>
Hatches	<u>"</u>
Planking	
Caulking	
Treenails	
Breasthooks & Stemson	
Transoms, Pointers & Crutches	
Timbers of Frame at openings	
" " at other places	
Stringers, Clamps & Shelves	
Salting	

Copper, or Y.M. (State if on Felt.)	
When fitted, Month	Year
Boats	<u>good</u>
Masts, Yards, &c.	<u>good</u>
Condition, how ascertained	<u>examined</u>
(State if wedges removed.)	<u>none</u>
Equipment letter	<u>8+2.5/16</u>
Anchors, No. of	<u>3.B. 1.S</u>
Cables (State if now ranged)	<u>yes</u>
" length	<u>270</u> mean diamr <u>2.5/16</u>
(on board)	
" Rule length	<u>330</u> size <u>2.5/16</u>
Chain Locker	<u>good</u>
Hawsers & Warps	<u>good</u>
Standing and Running Rigging	<u>good</u>
Sails	<u>=</u>

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

Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED 13 APR 1949
 Character Assigned See minute on file

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.

Diaphragms fitted to bulkhead webs throughout.

Bracket connections to bulkheads fitted with T bars and diaphragms 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.

ANCHORS.															Where and when tested and Superintendent.	
Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.
	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.

[illegible]

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.

L. N. Suterlin

B. — If this Report is copied by Copying Press, especial 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.

If Stockless, state Mechanical Test.

ALL SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.