

Rpt. 8

BRICK SESTO

DISCLOSED  
SECTION

Date of writing Report 9.10.58

When handed in at Local Office

10.10.58

Received London

23 OCT 1958

No. 138916

Survey held at LONDON

No. of Visits 10

First Date 12.9.1958

Last Date 22.9.1958

## 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.

61179

S.S.

on the Iron or Steel

"ANTHIPPI MICHALOS" (ex FRANCIS FLADGATE)

Tons gross

Year

Month

Built at Burntisland

By Whom

Burntisland S.B.Co.Ltd.

When

1933

10

Owners N. Michalos & Sons & Co.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Piraeus

Surveyed Afloat or in Drydock

Both

Name of Dock

Millwall D.Dk. & W. India

Date of last examn. in Drydock

22.9.58

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

Last Report: No.

Port

115196

To be filled in at Head Office.

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 retested 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

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
1000A1	7-57	MLMC. E.	10-54
S.S.	9-54	MBS.	7-57
		TSGL.	9-55
		SPS.	10-54

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

ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, COMMENCEMENT OF SPECIAL SURVEY (D) DUE 9-58

NOW DONE:- Ship examined in drydock, bottom and side shell and rudder cleaned, part scaled not recoated.

Deck plating and shell plating drilled to Rule requirements.

Aft peak tank and Nos.1 & 2 D.B tanks examined internally without tanks being properly cleaned with a view to ascertaining repairs necessary.

Nos.1 & 2 holds and engine room above floor plates examined.

Inner bottom and bulkhead plating drilled in view of possible conversion to oil fuel burning.

Found:- Bottom and side shell riveting in way of a number of shell butts corroded and requiring renewing.

Tank top plating in holds extensively buckled and set down in parts particularly at ford. end of holds and approx. 10 plates in each hold recommended to be renewed.

Floors and reverse frames in way found buckled and riveting in way generally started or missing.

Shell frames port and starbd. at ford. end of each hold found buckled and approx. 10 frames port and starbd. in No.1 hold and 5 frames (port & starbd. in No.2 hold recommended to be renewed.

CONTINUATION OVER/DR SHEET 22

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?

None

Has Interim Certificate been issued?

No

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".

Forwarded for the information of the Committee.

Submitted record of DS 9.38 20 assigned; Subject: [Signature]

S.P. Rooke & J. Todd  
Surveyor to Lloyd's Register of Shipping

S.P. ROOKE & J. TODD.

Date of Committee FRIDAY 14 NOV 1958

Minute

30m. 4.57 T.

Write down (copy her) she

Class expunged Reported defects

Considered 28/11/58 Memo No 146

Header

FRIDAY 28 NOV 1958  
Amend - Class expunged  
to Class with no record  
Write copy of Survey  
requesting



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

See body of Report overleaf

SURVEY

Items	Now Examined		Tanks	Now Examined Internally		Now Tested
	YES	NO or NONE				
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock			F.P. Tank			
Rudder lifted			A.P. "			
Weather Decks, Superstructures and Casings			D.B. Tanks (indicate Oil Fuel and Cofferdams)			
Hatchways, Covers, closing and securing appliances						
Ventilator coamings, skylights, companionways and closing appliances			Fresh Water Tanks			
Holds			Deep Tanks			
Tween Decks			Oil Fuel Bunkers and Settling Tanks			
Fore Peak Spaces			Side Tanks			
After "			Wing Tanks			
Engine Space			Other Tanks			
Boiler "			Cargo Tanks (Tankers)			
Under Engines and Boilers						
Tunnel and Well			Cofferdams			
Coal Bunkers			Pump Rooms			
Chain Locker						
Other Spaces						
			Have Tanks now Examined been Cleaned as Necessary?			
			Have Struts in Cargo Tanks (of Tankers) been removed?			
			Have Tanks been Retested as necessary after completion of any Repairs?			

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? 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 &amp; 3—Yes; or All—Yes.

TABLE 2 See body of report overleaf.

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length (on board) mean diam.
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

Items examined but not dealt with.

REMARKS, REPAIRS, Etc. (Contd.) Shell plates G, 8 port side, 7 &amp; 8, 66, 7 &amp; 8 starbd. side recommended to be renewed - see attached Rpt. 8 (Dr).

No repairs effected at this time.

After the above recommendations had been made the Owners Representative

a letter dated 2.10.58 (copy attached) stated they desired to withdraw the

Classification of the Ship from the Society.

Survey Fee 252.10.0.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable) 31.0.0.

21 OCT 1958

RPT. 8(Dr.) (SHELL &amp; DECK DRILLINGS)

To be securely attached to

REPORT 13

No. 138916

SHIP'S NAME "ANTHIPPI MICHALOS" DATE OF DRILLING 19.9.58.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

Shell plates numbered from aft.

STRAKE		Letter	AMIDSHIPS						FORWARD						AFT						REMARKS
POSITION			Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution any		Original Thickness	Thickness by Drilling		Diminution if any					
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.					
Bridge Sheerstrake																					
Bridge Strake below																					
Sheerstrake R.Q.	H		54	56	57	-	-	40	51	49	-	-	40	46	45	-	-				
1st Strake below	G		49	36 <sup>34</sup>	34 <sup>34</sup>	13	15	40	46	45	-	-	40	51	47	-	-	* G8 p.s G6, F6			
2nd " "	F		49	38	32 <sup>34</sup>	11	17	40	41	42	-	-	40	45	51	-	-	* Plates recomm			
3rd " "	E		49	42	42	7	7	40	76	50	-	-	40	41	46	-	-	to be renewed.			
4th Bilge	D		49	49	46	-	3	46	41	42	5	4	44	45	49	-	-	Adjacent plate			
5th " "	C		49	48	47	1	2	46					43	45	55	-	-	2 shell plates 1			
6th " "	B		49	75	49	-	-	46	75	85	-	-	43	47	50	-	-	G7&8 starbd. sic			
7th " "	A		49	50	47	-	2	54	49	47	5	7	43	46	37	-	6	recommended to 1			
8th Keel			58	82		-		54	45		9		54	53		1		renewed.			
9th " "																					
10th " "																					
11th " "																					
12th " "																					

THICKNESSES OF SHELL PLATING IN WAY OF BUNKERS AND CARGO TANKS IN OIL TANKERS IF DRILLED

STRAKE		FORWARD TANK						AFTER TANK						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
		Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake														
Bridge Strake below														
Sheerstrake R.Q.	H	40	57	55	-	-								
1st Strake below	G	40	45	53	-	-								
2nd " "	F	40	50	45	-	-								
3rd " "	E	40	50	46	-	-								
4th Bilge	D	44	47	46	-	-								
5th " "	C	43	80	76	-	-								
6th " "	B	43	65	62	-	-								
7th " "	A	43	85	60	-	-								
8th Keel		54	55		-									
9th " "														
10th " "														
11th " "														
12th " "														

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	Original Thickness	FORWARD 78/79				Diminution if any	AFT 31/32				Diminution if any	REMARKS
		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		
Stringer Plate ...	78	80	80	-	-		62	62	61	-	1	All deck stringer plates drilled as below.
1st Strake Inboard ...							34	35	35	-	-	Upper dk. from forecastle front.
2nd " "												Port .60, .65, .76, .80 stbd. .46, .62, .73, .80.
3rd " "												R.Q. deck from fwd. end.
4th " "												Port .62, .57, .60, .62. Stbd. .62, .57.
5th " "												.61.61.
6th " "												

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

5m.2.57. T.