

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name ~~SS/MX~~ "SHELL MANAURE" IR 532223  
 Gross tons 6,300 Port of Registry Maracaibo Port La Guaira  
 Date of build 1951 Is there a Rpt. 9? yes Rpt. No. .085  
 No. of visits 4 First date 25/1 Last date 1/2/65  
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) 0006922  
 Date of completing rpt. 5/3/65 Surveyed at, if different from Port above Puerto Cabello  
 Surveyed afloat and/or in D.D. in D.D. Last date of examination in D.D. 28/1/65  
 Has a Load Line Survey been held? yes Summer freeboard as verified 920 mm  
 State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) 8 PS  
 Survey fees Bs 1,050.00 Damage fee Expenses Bs 330.00

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for **periodical dry docking, annual load line inspection and general examination for the purpose of postponement of Special Survey.**

According to the survey now undertaken, it is the opinion of the undersigned that the postponement of the Special Survey of this vessel may safely be granted until end of Nov. 1965.

Anchor windlasses: Steam engine opened up, cylinders, covers, pistons, piston rods and distribution valves examined and found satisfactory.

Bearings of main, intermediate and crankshafts opened up, examined, clearance adjusted and closed up in good order.

Rigging wheel, port, removed and renewed.

Anchor windlasses reassembled in good order and tested.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~XXXX~~ it fresh record of dry docking 1,65 and **Special Survey "C" to be held not later than end of Nov. 1965 & that the following parts be specially examined & repairs to be dealt with as found necessary by that date:**

**Shellplates - portside - H14, H15, H16, H17, G15, G16, G17, G18 and forecastle sideplating I9, I10, I11 & J9 of pt. side.**

**Center Tanks - No. 1 and No. 2**

**Wing Tanks - No. 1 pt. & stb. & No. 5 pt. & stb.**

(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

THURSDAY 15 JUL 1965

Minute

#

Deferred for SS  
DS 165, suspect  
MBS 165

Postponement of SS until 11.65 approved

write a/v (pp)



Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN CLASSN. CITEE.

ALSO FOR
SPL FOR
TRO
SSRL
POSTING
HEADER
CERT

123 JUN 1965

011834 - 011843 - 0043 1/2

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

NOW DONE

1. Vessel drydocked and cleaned. Stern frame and outside of shell plating examined and no defects other than those indicated below were found:

PORTSIDE SHELLPLATING

Plates Nos. H14, H15, H16, H17, G15, G16, G17, G18 and forecastle side plates I9, I10, I11 and J9 were found set in between frames over their full length. Depths of indents range from 1" to 6".

It was stated that these damages were caused while berthing the vessel on different occasions.

2. The hull, up to the deck line, was wire brushed and coated.
3. Sea strainer plates removed, sea chests cleaned, examined and found satisfactory. Strainer plates refitted in good order.
4. Rudder clearances checked: top 0,7 mm, bottom 0,6 mm.
5. Cargo tanks, as specified on Rpt. 8 PS tankers were examined internally. No. 1 and No. 2 center tanks and No. 1 pt. and stb. and No. 5 pt. and stb. wing tanks were found internally heavily pitted. Several small doublers fitted over wasted areas of transverse and longitudinal bulkheads of these tanks. Repairs hydraulically tested and proven tight.

According to the survey now undertaken, it is the opinion of the undersigned that the postponement of the Special Survey of this vessel may safely be granted until end of Nov. 1965.

6. Anchor windlass: Steam engine opened up, cylinders, covers, pistons, piston rods and distribution valves examined and found satisfactory.

Bearings of main, intermediate and crankshafts opened up examined, clearance adjusted and closed up in good order.

Gipsy wheel, port, removed and renewed.

Anchor windless reassembled in good order and tested.

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					
Removed and faired or replaced					
Faired or repaired in place					



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Foundation

Rpt. 8 (P.S.) TANKER

Ship's Name SS/XX "SHELL MANAURE" IR 532223 S.S. ( C ) Due Nov. 65

Port La Guaira Rpt. No. .085

<u>Examined &amp; condition</u>		<u>Examined &amp; condition</u>		
In dry dock from	25/1/65	* Hatchways	good	
" " " to	31/1/65	* Ventilators	good	
Shell plating	good (see rpt.8) +	* Air & sounding pipes	good	
Sternframe	good	Doublers under sounding pipes		
Rudder	good	Steering arrangements (main)	good	
Was rudder lifted?	no	" " (aux)	good	
Plating, etc. in way of shell openings	good	Windlass	good +	
Side scuttles & deadlights	good	Masts & rigging		
Overbd. scuppers & discharges	good	Hand pumps & suction		
Hold		W.T. doors		
F.P. spaces		Bulwarks, freeing ports, etc.		
Chain locker		Summer freeboard as verified		
A.P. spaces		<u>EQUIPMENT:</u>		
Engine space	good	Equipment letter	4.	
Boiler space	good	Anchors: No. on board	3	
Under E. & B.	good	Cables {	State if ranged	yes
Coal bunker			Length on board	300 fms.
Tunnel & well			Mean dias. range from	2 1/8" to 2 3/16"
Cement, asphalt, etc., on btm. shell			Rule length	270 Dia. 2 3/16"
Weather decks	good	Mooring ropes	good	
* Casings	good			
* Deckhouses	good	Other items:	Butterworth openings good	
* Superstructures	good		Anodes in ballast tanks - good	
* Skylights	good			
* Companionways	good			

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
<del>XXXX</del>	<del>XXXXXXXXXX</del>		<del>XXX</del>	<del>XXXXXXXX</del>
	good	F.P. Tank	good	
		A.P. Tank		
		Deep Tank No. 1		
		" " No. 2		

For other tanks see overleaf

\* 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".



EXAMINED & CONDITION				TESTED & CONDITION			
Port	<del>XXX</del> Ctre.	<del>XXXXXX</del>	Starboard	TANKS	Port	<del>XXXXXXXXXXXX</del> Center	Starboard
+	+		+	No. 1 Cargo tank	good	good	good
good	+		good	„ 2 „ „		good	
good	good		good	„ 3 „ „			
good	good		good	„ 4 „ „			
+	good		+	„ 5 „ „	good		good
	good			„ 6 „ „			
	good			„ 7 „ „			
	good			„ 8 „ „			
				„ 9 „ „			
				„ 10 „ „			
				„ 11 „ „			
				„ 12 „ „			
	good			Pump room forward			
				„ „ amidships			
				„ „ aft			
				Cofferdams			
				Structure around cargo suction pipe strums			
				O.F. bunkers			
				Settling tanks			
				D.B. tanks			
				D.B. cofferdams			
				Other items			
			good	Propane gas bottles all (34)	good		

