

Rpt. 8

Port VANCOUVER, B.C.

No. 11391

Date of writing Report 28th Jan., 1962

When handed in at Local Office 28th Jan., 1962

Received London

Survey held at Victoria & New

No. of Visits 3

First Date 27 Dec. 19 61

Last Date 15 Jan. 1962

Westminster, B.C.

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.

19640

S.S.

on the Steel M.S.

"LEONIDAS CAMBANIS"

Tons gross 6766

Built at Sld.

By Whom Bartram & Sons Ltd.

Year 1943 Month 5

Owners Z. & G.L. Cambanis

Owners' address
(If not already in R.B.)

Managers

Port of Registry Andros

Surveyed Afloat or in Drydock Both

Name of Dock Esquimalt Graving Dock

Date of last examn. in Drydock 27-1-61

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

Last Report: No. 9775

Port Kob

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 Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1 5,61	*LMC 6,60 (Adv)
SS 6,60 (Adv)	MBS 11,61
	CL 6,60
	sps 3,58

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 Yes,

Freeboard as marked on ship and now verified ft ins

not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE stated caused whilst loading scrap steel at Tampa and Jacksonville between the 27th June and 29th July, 1961, REPAIRS and DOCKING:-

DAMAGE REPAIRS - NOW DONE:-

No.4 Hold Aft bulkhead Starboard - one small hole in local indent fitted with welded doubling plate. Forward bulkhead Starboard - three small holes in local indents fitted with welded doubling plates.

No.3 Hold Forward bulkhead - four small holes in local indents fitted with welded doubling plates.

No.2 Hold Forward Bulkhead Port - one local welded doubler fitted.

Bulkheads hose tested and proven sound and tight.

REPAIRS - WEAR & TEAR:-

Rudder pipe fitted through rudder for lifting same found fractured and new pipe fitted.

Overboard Discharge Sea Chest (aft side being part of No.4 Hold bulkhead) - scaled internally, seven rivets welded up points and heads (heads corroded off) and approximately 50 rivet heads welded. This is efficient meantime but it is recommended that the bulkhead and fastenings be specially examined and dealt with as necessary next drydocking.

Bilge Keel Starboard - approximately 30 slack rivets removed and keel plate welded to shell bar. Port - approximately 5 rivets welded and plates welded and shell bar.

CONTINUATION OVER/ON SHEET 2

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? As per Rpt.

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued? Yes

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".

This vessel is eligible, in my opinion, to remain as classed with fresh record of Docking Survey 12,61 subject to the windlass Port inboard bearing pedestal (now temporarily repaired) being specially examined and dealt with as necessary before the end of December, 1962. Bulkhead plating and fastenings in way of main condenser overboard discharge to be specially examined and dealt with as necessary next drydocking and to any other outstanding items being dealt with as previously recommended.

J.A. STEWART

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DOCKING

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		
Rudder lifted	-	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	Yes	Deep Tanks		
"Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	Yes	Side Tanks		
After " "	Yes	Wing Tanks		
Engine Space	Yes	Other Tanks		
Boiler " "	Yes	Cargo Tanks (Tankers)		
Under Engines and Boilers	-			
Tunnel and Well	Yes	Cofferdams		
Coal Bunkers	-	Pump Rooms		
Chain Locker	-			
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums 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? No 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 & 3—Yes, or All—Yes.

TABLE 2

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

Shell plating	Eff.	Ceiling and Cargo Battens	-	Sluice Valves examined and found	-
" " in way of side scuttles	-	Cement or Asphalt	-	Air and Sounding Pipes	Heads Eff.
Rudder and Sternframe	Eff.	Cargo and other Hatchways	Eff.	Doubling Plates under Sounding Pipes	Heads Eff.
Decks	Eff.	Hatches and closing appliances	"	Masts and Rigging examined and found	Eff.
Superstructures and their closing appliances	Eff.	Ventilators, their coamings and closing appliances	Eff.	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	Eff.	Companionways and Skylights	Eff.	Chain Locker	-
Beams and Fastenings	Eff.	Shell Openings	-	EQUIPMENT	
Frames	-	Ash Shoots	-	Equipment Letter	at 2" SQ
Reverse Frames	-	Overboard Discharges and Scuppers	-	Anchors, No. of	Condition
Longitudinals	Eff.	Freeing ports	Eff.	Cables (State if now ranged and examined)	No
Transverses	Eff.	Steering Gear (Main and Auxiliary)	-	" length (on board)	stated complete
Floors	-	examined and found	Eff.	" Rule Length	Size
Keelsons	-	Windlass examined and found	Eff.	Hawsers and Warps	Sufficient
Stringers	-	Pumps " " "	-	State if any Anchors or Chain Cable have	
Inner Bottom Plating	-	W.T. Doors " " "	Eff.	now been supplied or retested, if so.	
Bulkheads and Tunnel	Eff.			complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.) REPAIRS - WEAR & TEAR:- (Cont'd.)

After Peak - bulkhead in tunnel 2 rivets found leaking, now caulked and welded.

Shell - 2 rivet points in No.1 DB Tank ring welded.

Windlass - Port inboard bearing pedestal found fractured, now temporarily repaired by fitting diagonal stud through casting and securing same. This repair is satisfactory meantime but it is recommended that it be specially examined and dealt with as necessary before the end of December, 1962.

Propeller and underwater fastenings examined and found good. Tailshaft close fit. Rope guard not apart.

Survey Fee Docking \$75.00

Repairs 50.00

Special Damage or Repair Fee (if any) 60.00

Travelling Expenses (if chargeable) 30.00

Second Surveyor's Fee (if any)

Date when A/c. Rendered 16 Jan. 1962

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