

Rpt. 8

COMBINED HULL & MACHINERY REPORT.

HEM

No. 25873

Date of writing Report 4th April, 1961

When handed in at Local Office

Port of Genoa

Received London

DISCLOSED

Genoa

No. of Visits 11

First Date 13/3/61

Last Date 26/3/19 61

SECTION

REPORT OF SHIP SURVEYS AND REPAIRS

DISCLOSED

SECTION

No. 480

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. 480

No. in R.B.

70734

on the Iron or Steel S.S. MKS

"MARCOS"

N/N ESPERANZA

Tons gross 7033

Built at N. Vancouver

By Whom North Van. Ship Rprs Ltd.

When 1943 7 Month

Owners Transfruit Shipping Co. Ltd.

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

Managers

Port of Registry Piraeus

Surveyed Afloat or in Drydock both

Name of Dock D.D. No 3

Date of last examn. in Drydock 26/3/1961

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

Last Report: No. 25620

Port Gen

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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC ES 12/60
SS 1/56	BS M 12/60
DS 5/60	TS CL 1/60
	SPS 12/60

Give dates and references to any letters relating to this Report

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 & declined.

Freeboard as marked on ship and now verified - ft - ins

Was a damage report made by anyone else? If so, by whom? Ing. Galliano representing American Salvage.

EXAMINATION AND REPAIRS AS PER RULE FOR ADVANCEMENT OF SPECIAL SURVEY "C" due 1/60, Ship 17 1/2 years old, DAMAGE REPAIRS & EQUIPMENT.

Condition of Class (1):- 105 fathoms of chain cables to be supplied at the earliest opportunity.

Now done :- 105 fathoms of special quality stud link chain cable now supplied, marks verified with test certificate and found in order. Please see Report 8 (Eq) attached to this report.

Condition of Class (2):- Shell plates Nos. 2 & 3 in 2nd strake below sheer, etc. (port side for'd) to be specially examined and dealt with as necessary by completion of Special Survey.

Now done :- for the above damage which was in way of the fore peak bulkhead at the 2nd deck level :-

2nd shell plate from for'd in 2nd strake below sheer heavily set in - cropped after 4 1/2 metres and renewed plate 14 mm. thick.

3rd shell plate from for'd in 2nd strake below sheer indented - faired in place.

Peak frame adjacent to bulkhead, with beam end and knee heavily buckled - all cropped and renewed.

First three channel frames, with beam ends and knees in hold abaft bulkhead distorted - all cropped and faired in workshop.

First two tween deck frames abaft bulkhead set in - cropped and faired in workshop, 3 deck brackets buckled and renewed.

First two frames forward of bulkhead in the peak store set in - cropped and faired in workshop.

Peak bulkhead at shell buckled - 1 1/2 metres above & below deck cropped & renewed 10 mm thk.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1 part	1	-	-	-	1	1	3 deck brackets
Removed and Faired or Repaired	-	7	-	-	-	-	3	-
Faired or Repaired in place	1 part	-	-	-	-	-	-	-

Has a Survey also been held on machinery of the Ship? yes

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

So, is the Report sent now, or when will it be sent? See body of this Rpt.

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".

This report is issued for the information of the Committee.

E. Little & J.B. Dunbar. Surveyor to Lloyd's Register of Shipping

TUESDAY 18 APR 1961

Date of Committee

Minute

Noted



16800-538210-178210

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR "Special Survey" (where indicated) thus (°) ~~REPAIR & Docking.~~

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	no	yes (°)
Rudder lifted	part lifted-yes.	A.P. "	no	yes (°)
Weather Decks, Superstructures and Casings		D.B. Tanks (Indicate Oil Fuel and Cofferdams)	N°7 P&S - yes (°)	no
Hatchways, Covers, closing and securing appliances		Fresh Water Tanks	no	no
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks n° 4 P&S	yes (°)	yes (°)
Holds		Oil Fuel Bunkers NO (N°3 P&S)	no	yes (°)
'Tween Decks		Side Tanks	no	no
Fore Peak Spaces		Wing Tanks	no	no
After " "		Other Tanks	no	no
Engine Space		Cargo Tanks (Tankers)	-	-
Boiler " "		Cofferdams	-	-
Under Engines and Boilers		Pump Rooms	-	-
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	yes	

Have the spaces now surveyed been cleared and cleaned as necessary? **yes**
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **yes**
 Have the bilges been cleaned out and examined? **yes** Has cement in bottom been examined? **yes**
 Has steelwork had rust removed and afterwards been recoated as necessary? **yes**
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **none**
 Has a Load Line Survey been held? **no** If so, state which **-**
 Have the shell and deck plating been drilled as per Rule? **not required** If so, Report 8(Dr) to be attached **-**
 Have any alterations to the approved scantlings and arrangements now been effected? **no** 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	efficient	Ceiling and Cargo Battens	good (°)	Stuice Valves examined and found	none
" " in way of side scuttles	not examined	Cement or Asphalt	good (°)	Air and Sounding Pipes	good (°)
XXXX Sternframe	good (for rudder see body of report)	Cargo and other Hatchways	not examined	Doubling Plates under Sounding Pipes	good (°)
Decks	not examined	Hatches and closing appliances	not examined	Masts and Rigging examined and found	not examined
Superstructures and their closing appliances	not exd.	Ventilators, their coamings and closing appliances	not examined	Condition, how ascertained (State if wedges removed)	not examined
Coamings and Casings	not examined	Companionways and Skylights	not examined	Chain Locker	not examined
Beams and Fastenings	good (°)	Shell Openings	not examined	EQUIPMENT	
Frames	side shell good (°)	Ash Shoots	none	Equipment Letter	a + 2 1/16" SQ.
Reverse Frames	side shell good (°)	Overboard Discharges and Scuppers	not examined	anchors, No. of	3B+1S Condition good
Longitudinals	none	Freeing ports	not examined	Cables (State if now ranged and examined)	part ranged see body of report
Transverses	none	Steering Gear (Main and Auxiliary)	not examined	" length (on board)	270 mean diam. report
Floors	see body of report	examined and found	not examined	" Rule Length	270 Size 2" SQ.
Keelsons	good (°)	Windlass examined and found	not examined	Hawsers and Warps	sufficient
Stringers	good (°)	Pumps " " "	not examined	State if any Anchors or Chain Cable have	105 fms. of cable suppl.
Inner Bottom Plating	good (°)	W.T. Doors " " "	not examined	now been supplied or retested, if so	Rpt.8 (Eq) at
Bulkheads and Tunnel	good (°)			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) part, (B) part & body of report.

~~REMARKS, REPAIRS, ETC.~~
S.R.L. Appendix :- Indents in shell plating (port & starboard).
Now done :- Repairs carried out to indents in starboard side at forward end of N°1 tween decks.
 Remaining indents port & starboard examined and found to continue efficient.

Survey Fee *A.V.S.S. Rpt. - Lt 9000* *REV. TAX. Second Surveyor's Fee (if any) Lt 3600*
 Special Damage or Repair Fee (if any) *1/3/61*
 Travelling Expenses (if chargeable) *Lt 19781*
S.A.F. - Lt 12000

Rpt. 9a

Port of **GENOA** Continuation of Report No. **25873** dated **4th April, 1961** on the **S/S "MARCOS"** (2nd sheet).

together with boundary bar in way.
 Second deck stringer plate buckled - cropped and renewed approx. $3\frac{1}{2}$ metres in way of bulkhead 9 mm.thk.
Damage Repairs to indented side shell starboard side at forward end of No.1 tween decks.
 Now done :- Indents faired in place, reinforced frame (at hatch end beam) distorted - cropped and faired in workshop.
 To complete the Special Survey :-
 1) Test No.8 double bottom tank.
 2) The port side anchor & chain cables (135 fathoms) were ranged on a barge and examined, the first six lengths at the anchor requiring renewal (mean dia. $1\frac{22}{32}$ " to $1\frac{24}{32}$ "), renewal dia. $1\frac{25}{32}$ ".
 3) In the No.7 double bottom tanks P&S, 15 floors found wasted in upper half, the floors at the forward end of the tank (under the deep tanks N°4) corroded through at the toes of the reverse frames and buckled, the reverse frames thin and buckled. The bottom shell plating in N°7 D.B. tank starboard side found set up alongside the outer longitudinal girder for about 3/4 of the length of the tank, the rivets in the vertical flange of the bottom frame sheered or slack in way (about 3 rivets in each floor).
 4) Condition of Class :- Watertight floor between Nos.7 & 8 double bottom tanks buckled, to be specially examined and dealt with as necessary by completion of Special Survey.
 Now examined and found heav-ily buckled in the port side, the floor stiffeners corrugated, a cement box found in place at the foot of the floor. (In drydock shell rivets in way found slack).
Rudder :- (Fort type balanced rudder, with single pintle).
 The shrunk-on brass liner of the pintle found unattached and lying loose in the sternframe skag, the skag brass bush found loose and no lignum vitae bushing found in place.
 Please refer to our letter dated 27/3/61 ref.classn(S) regarding the withdrawal from Class of this ship.

Machinery
 The propeller, after end of stern tube and outside fastenings found in good condition.
 Wear down of bush $4\frac{1}{2}$ mm.

ENGAGE
14/4/61
Eric J.B. Dunbar

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