

Rpt. 8

Port PALERMO

No. 245

Date of writing Report 26/3/59

When handed in at Local Office

Received London

31 MAR 1959

Survey held at PALERMO

No. of Visits 17

First Date 21/2/59 19

Last Date 12/3 1959

## 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.  
50820

on the Iron or Steel M.S.

ALDERAMINE

Tons gross 12504

Year 1954 Month 12

Built at Monfalcone

By Whom C.R.D. Adriatico

When

Owners AGIP S.p.A.

Owners' address

(If not already in R.B.)

Italian

Managers "SNAM" Soc. Nazionale Metanodotti S.p.A. Port of Registry GENOVA

Surveyed Afloat or in Drydock Both

Name of Dock C.N.R. Floating dock

Date of last examn. in Drydock 26/2/59

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

Last Report: No. 6547  
To be filled in at Head Office.

Port Nap

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

+100 A1

+LMC 12/54

DS. 11/57

nd 12/54

TS.CL. 4/57

Carrying petroleum in bulk.

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 SURVEY & SPECIAL SURVEY type 'A', due 12/58 (ship approx five years old)

Damage alleged sustained as a result of grounding in S. Juan river on the 26th January, 1958, and heavy weather encountered on a voyage from Caripito to Stockholm, on January, 1958.—

Now done :- P.S. Shell plating:

p.s. shell plating in N°2 side tank between 1st & 2nd side girder found cracked (small vertical fracture about 5"). Crack veed out and electr. welded outside & inside. A doubling plate (about 400 x 400 m/m) fitted and electrically welded. After the above repair N°2 side tank satisfactorily tested.

About 12 feet of welding in coffin plate (connecting stern frame) re-welded and about 80 scattered leaking rivets in p.&s.s. sheerstrake caulked.

Main cargo tanks:

In Nos. 1,2,3,4,5 & 6 (p.&s.s.) wing tanks small fractures in 1st side girder plating (from bottom) in way of web frame crossing. The fractures veed out and electr. welded and structure stiffened by means of a diamond to face bar or two flat bars electr. welded underneath.

The following fractures in floor plating and face bars repaired by means of new inserted face bars and the floors plating welded :-

CONTINUATION OVER/OR 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?

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?

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 tanker is eligible, in our opinion, to remain as classed with fresh record of DS. 2/59, and to have the notation SS. Pal 3/59.— Subject: To "Stern frame skeg (p.s.) (E.W.5/57) to be specially examined at N.DD."

(F. Petronio & E. Grievess)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

30m.4,57 T.

THURSDAY 16 APR 1959

SS 259, subject

SSS 359

Note & write Pal

NOTED FOR DOCKING

Noted for Header

012836-012844-0082

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Lloyd's Register Foundation



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING & SPECIAL SURVEY 'A' 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	YES	YES
Rudder lifted	NO	A.P. "	YES	YES
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams (O.F. part F.W.))	-	YES
Hatchways, Covers, closing and securing appliances	YES	Fresh Water Tanks	YES	YES
Ventilator coamings, skylights, companionways and closing appliances	YES	Deep Tanks	*	YES
Holds Dry cargo	YES	Oil Fuel Bunkers and Settling Tanks	=	YES
Tween Decks	NONE	Side Tanks	-	-
Fore Peak Spaces	YES	Wing Tanks	-	YES
After " "	YES	Other Tanks	-	-
Engine Space	YES	Cargo Tanks (Tankers)	YES	YES
Boiler "	YES	Cofferdams	YES	YES
Under Engines and Boilers	YES	Pump Rooms	YES	YES
Tunnel and Well	NONE			
Coal Bunkers	YES			
Chain Locker	- <del>YES</del>			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	YES	
		Have Struts in Cargo Tanks (of Tankers) been removed?	YES	
		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? -

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? -

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? NONE 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	GOOD	Ceiling and Cargo Battens	GOOD
" " in way of side scuttles	"	Cement or Asphalt	"
Rudder and Sternframe	"	Cargo and other Hatchways	"
Decks	"	Hatches and closing appliances	"
Superstructures and their closing appliances	"	Ventilators, their coamings	"
Coamings and Casings	"	and closing appliances	"
Beams and Fastenings	"	Companionways and Skylights	"
Frames	"	Shell Openings	"
Reverse Frames	"	Ash Shoots	NONE
Longitudinals	"	Overboard Discharges and Scuppers	GOOD
Transverses	"	Freeing ports	"
Floors	"	Steering Gear (Main and Auxiliary)	"
Keelsons	"	examined and found	"
Stringers	"	Windlass examined and found	"
Inner Bottom Plating	"	Pumps " " "	"
Bulkheads and Tunnel	"	W.T. Doors " " "	NONE
		Sluice Valves examined and found	NONE
		Air and Sounding Pipes	GOOD
		Doubling Plates under Sounding Pipes	"
		Masts and Rigging examined and found	"
		Condition, how ascertained	By examination
		(State if wedges removed)	GOOD
		Chain Locker	
		EQUIPMENT	
		Equipment Letter	it
		Anchors, No. of	3b Condition Good
		Cables (State if now ranged and examined)	Yes
		" length 22 mean diam. 62 m/m	
		" (on board)	
		" Rule Length 22 Size 62 m/m	
		Hawsers and Warps	Sufficient 65
		State if any Anchors or Chain Cable have	
		now been supplied or retested, if so,	No
		complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee SS SL 413.000= Rt. Total SL 25.650=

Special Damage or Repair Fee (if any) 56.000=

Special Attendance fee 31.000=

Towing Expenses (if chargeable) 115.600=

Date when A/c. Rendered 25/3/59

Rpt. 9a. Cont<sup>n</sup>. Sheet

Port of PALERMO

Continuation of Ship/MS. Report No. 245  
Continuation of Report No. dated 26/3/59on the ~~MS~~/M.S. "ALDERAMINE"

Damage (now done) - (continued)

Main cargo tanks:-

N°4 (cr.) tank fr. 120 on p.side

N°5 (cr.) tank fr. 110 on s.side

N°6 (cr.) tank fr. 98 on p.side

N°7 (cr.) tank fr. 81 on s.side

N°8 (cr.) tank fr. 57 on p.&s. side

Small fractures in the bulkheads now dealt with as follows:-

- In N°2 (cr.) tank, p.s. longitudinal bulkhead, two small cracks repaired by means of doubling plates (400 x 400 m/m). electr. welded.

- In N°5 (cr.) tank, s.s. longitudinal bulkhead, three small cracks repaired by means of doubling plates electr. welded.

- In N°6 (cr.) tank, s.s. longitudinal bulkhead, one small crack and in N°7(cr.) tank s.s. longitudinal bulkhead, one small crack repaired by means of doubling plates electr. welded.

Rudder:- Minor fractures in rudder shell plating (4 cracks p.s. and 3 cracks s.s.) veed out and electric. welded, and bottom plating welding (p.s.s.) re-welded.

Additional Stiffening.- At Owners' instigation, the following stiffeners fitted:-

In Nos.2 & 3 (p.&s.s.) wing tanks upper section of transverse web wash plating, light holds in plating stiffened by means of face bar (90 x 10) el electric. welded around the holds. (24 light holds stiffened).-

NOTE:- Cathodic protection, type S.A.I.P.E.M., has been fitted at this time in all centre main cargo tanks.

The fitting consist of protective units to bottom and transv.bulkheads, i.e.(in each tank):-

4 units to cr. keelson

6 units to each floor (3 p. & 3 s.s.)

4 units to 1st horizontal girder

2 units to 2nd horizontal girder

The units are fitted by means of adequate supports electr. welded to girders and face bars.

Condition of Class:- " Stern frame skeg (p.s.) (E.W.5/57) to be specially examined at next D.D."

Structure examined and found efficient meantime.