

1930-1
14 JAN 1965

Ship's Name ~~SS~~ "SAN FRANCESCO" LR 540847 Gross tons 3617
Is there a rpt. 9? Yes. Port Piraeus Rpt. No. 11424
No. of visits 4 First date 4.1.65 Last date 6.1.65
Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only) Ven 1043
Date of completing rpt. 7.1.65 Surveyed at, if different from Port above Syra
Surveyed afloat and/or in D.D. Drydock Last date of examination in D.D. 6.1.65
Has a Load Line Survey been held? No. Freeboard Marks verified No.

State which additional Rpt. 8 is attached: ~~(CXX)~~; (PS); ~~(DBX)~~ ~~(FO)~~ ~~(R)~~

Survey fees
DS £ 15. 0. 0
Rprs 20. 0. 0

Damage fee -

Expenses £ 4.16. 0

S.A. fee -

I have surveyed the above ship in accordance with the Rules for Docking Survey and Conditions of class and wear and tear repairs.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.
Wear & Tear Repairs

1. Plate No.D2 (from aft) s.s. showing evidence of incipient fracture along the heels of 5 frames. Plate found extensively wasted on inner surface in way. Plate is in an inner strake and renewal was not practicable in the time allocated by the dock authorities and with the facilities available. It has accordingly been doubled along its entire length with through riveting to frames and welded margins to adjacent strakes. Doubler 7m in length x 10mm thickness.
2. Plate No.F.3 (from aft) p.s. with minor fracture along heel of one frame. Cement box found in way, stated to have been fitted by ship's staff in November. Fracture now cut out and rewelded. Welded doubler, full strake width x 800mm x 10mm fitted in way.

P.T.O.

I recommend that this ship remain as classed with ~~xxxx~~ fresh record of dry docking DS 1,65, subject to the rudder carrier bearing being specially examined and dealt with as necessary by the next Special Survey and to any other outstanding condition of class being dealt with as previously recommended, but without special condition in respect of set up bottom plate D4 (p.s.).

(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

MONDAY - 8 FEB 1965

Minute

DS 1.65, subject
TS 1.65

J.C. Harrison
J.C. Harrison.
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

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3. Plate No.F.6 (from aft) p.s. with incipient fracture along heel of one frame. Line of crack cut out and rewelded. Welded doubler, full strake width x 800mmx 10mmfitted in way.
4. Fracture in rudder plating s.s. approx. 400mm in length cut out and rewelded.
5. Sounding pipe to No.5 D.B.Tank (p & s) cropped and part renewed (3 m).

S.R.L.No.228

1. Set up bottom plate D4 in way of No.2 DB tank (p.s.) to be specially examined and dealt with as necessary at the next drydocking.

Now done: Plate found sharply set in between two adjacent frames. Plate cropped and part renewed (full strake width x 1.2 m x 14mm) with welded butts, riveted longitudinal seams and through riveted to frames. It is recommended that this item may now be deleted.

2. Rudder carrier bearing to be specially examined and dealt with as necessary by 12,64.

Now done: No details are held concerning this item and on dismantling the bearing, the only defect which could be found was a fairly pronounced scoring of the axial bearing surfaces, as shown in the attached sketch. The amount by which the rudderstock drops while in the midships or most worn portion has been measured as less than .5mm. This is considered to have little or no material effect on either the operation or serviceability of the steering gear and, since an estimated 6 days were required to dismantle this bearing for machining purposes, it was recommended that any repairs should be deferred until the next Special Survey. It is accordingly recommended that the entry in the SRL should be amended to read: "Rudder carrier bearing to be specially examined and dealt with as necessary by the next Special Survey".

S.R.L.Appendix No.14

Wavy shell plating C11 (p.s. from fwd.).

Now done: Plating examined and found to continue efficient. Recommend that this entry be retained.

It was noted that plate D4 (s.s.) in way of No.2 D.B. tank was slightly set in over three frame spaces. This is considered a Cat.2 (b) damage which does not impair the structural efficiency of the ship and it is accordingly recommended that it be noted in the S.R.L.Appendix.

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	1 (PART)				
Removed and faired or replaced					
Faired or repaired in place	3				



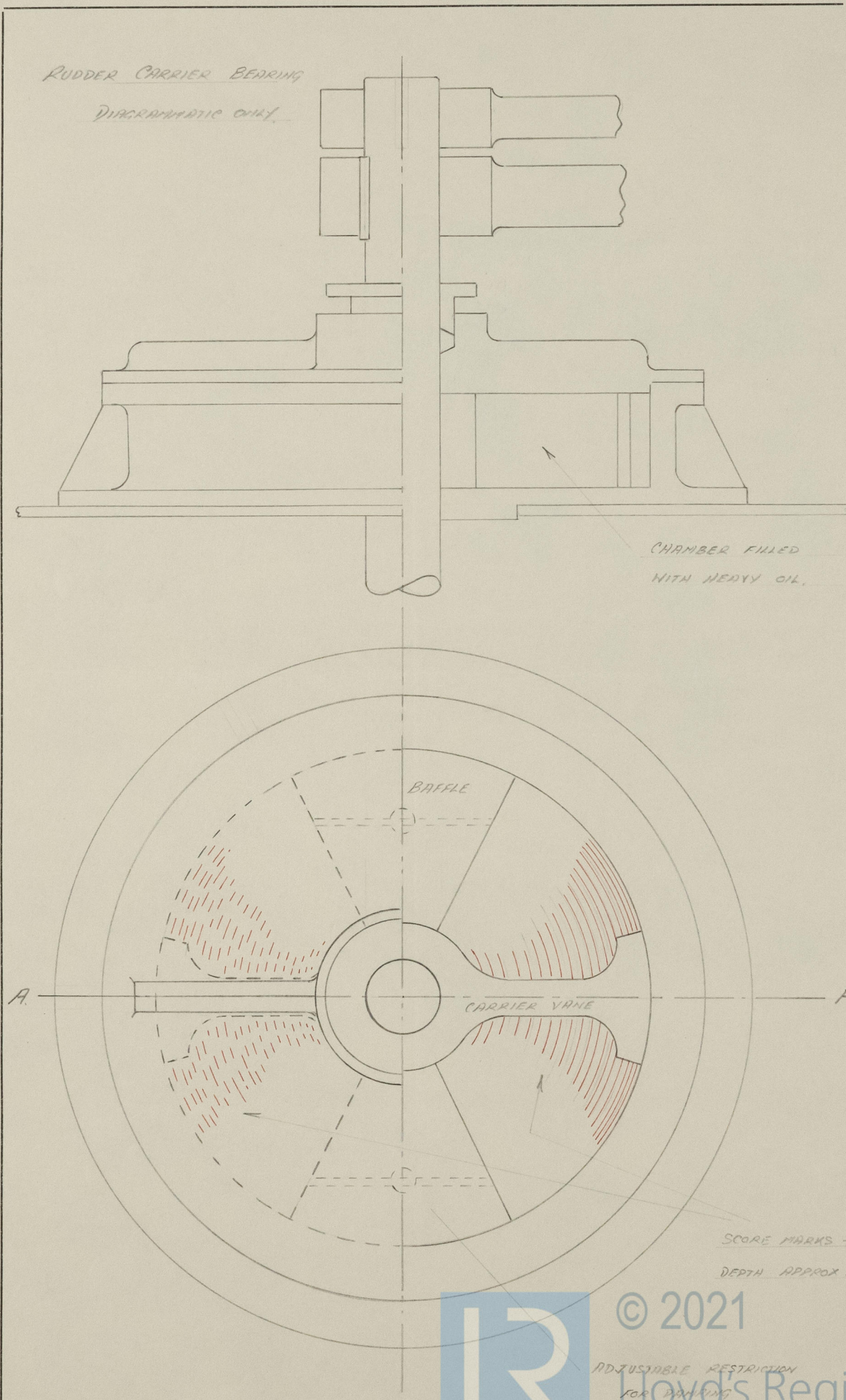
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Ship's Name SS/MS "SAN FRANCESCO"

Port Piraeus

Rpt. No. 11424



Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS "SAN FRANCESCO" LR 540847

S.S. () Due

Port Piraeus

Rpt. No. 11424

	<u>Examined & condition</u>		<u>Examined & condition</u>
In dry dock from	3.1.65	* Air & sounding pipes	Good above deck
" " " to	7.1.65	Doublers under " "	N.E.
Shell plating	Good.	Steering arrangements (main)	Good. +
Sternframe	Good.	" " (aux)	Good.
Rudder	Good.	Windlass	Good.
Was rudderlifted?	No.	Masts & rigging	N.E.
Plating, etc. in way of shell openings	Good.	Hand pumps & suction	N.E.
Side scuttles & deadlights	Good.	W.T. doors	N.E.
Overbd. scuppers & discharges	Good.	Bulwarks, freeing ports, etc.	Good.
F.P. spaces	N.E.		
Chain locker	N.E.	Summer freeboard as verified	Not verified
A.P. spaces	N.E.		
Engine space	N.E.		
Boiler space	N.E.	<u>EQUIPMENT:</u>	
Under E. & B.	N.E.	Equipment letter	CT 3844
Coal bunker	N.E.	Fee ltr., if diff. from eqpt. ltr.	
Tunnel & well	N.E.	Anchors: No. on board	3
Cement, asphalt, etc., on btm. shell	N.E.	State if ranged	No.
Weather decks	Good.	Length on board	
* Casings	Good.	Mean dias. range from	to
* Deckhouses	Good.	Rule length	Dia.
* Superstructures	Good.	Mooring ropes	
* Skylights	Good.		
* Companionways	Good.		
* Hatchways	Good.		
* Ventilators	Good.		

Other items:

* 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"



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