

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28. 8. 1959 When handed in at Local Office 28. 8. 1959 Port of Aden
No. in Reg. Book 29979 Survey held at Aden Date, First Survey 22.7.59 Last Survey 23. 7. 1959
on the Wood, Iron or Steel m.v. "SHIBAM" (No. of Visits Two)

DISCLOSED
SECTION

No.

TONNAGE:—
GROSS 522
UNDER DECK
NET 308

Built at Goo.

By whom Goole S.B. & R. Co. Ltd.

YEAR

1945

MONTH

11

Owners L. Savon & Ries (Aden Shipping) Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Aden
Dock

Surveyed Afloat or in Dry Dock? Dry Dock

Name of Dock Luke Thomas Floating Destined Voyage

Cell DBa DBa feet: uE&B feet: f feet: f
total capacity tons. FPT tons: APT tons: MT feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2643. Port ADN.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete the Survey should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case Classn. (H) 27th May, 1959.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Offered to

Society's Freeboard (if assigned) as painted on Ship and now verified

Owner's Superintendent and declined.

Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking, General Examination for postponement of Special Survey and Damage.

Now done for Docking:— Vessel placed in floating drydock. Bottom and side shell plating, sternframe and rudder cleaned, examined, found or placed in good condition and recoated. Last seen in drydock 23.7.59. Deck, hatches, hatchways, coamings, ventilators, closing appliances, engine room casing, windlass steering gear and equipment generally examined and found or placed in good order.

Now done for General Examination for postponement of Special Survey until October, 1959.

Fore and aft peak tanks, No.4 (p.&s) double bottom tank, upper and lower cofferdams at aft end of hold space examined internally. All hold and engine room spaces together with their bilges and all the items covered in the docking survey as detailed above generally examined and / over ...

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	Bulkheads	Good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Coamings	good	Cement or Asphalt	good	Oil Bunkers	—	Boats	—
Beams & Fastenings	good	Rudder	good	Scuppers	Good	Masts, Yards, &c.	good
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained	from deck
" " in way of sidelights	—	Windlass	good	Hatches	good	(State if wedges removed.)	C 18/16"
Frames	good	Have pumps been examined and found efficient?	—	Planking	—	Equipment letter	—
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Anchors, No. of	2B 1S
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Cables (State if now ranged)	Not stated complete
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" length	mean diamr.
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	—	" Rule length	size
Keelsons	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	—	Chain Locker	—
Stringers	good			" " at other places	—	Hawser & Warps	sufficient
Inner Bottom Plating	good			Stringers, Clamps & Shelves	—	Standing and Running Rigging	efficient
Have the Tanks been examined internally?	Yes			Sailing	—	Sails	—
Have the Tanks been tested?	No			State if examined	—		

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to remain as classed with fresh record of DS 7.59

Survey Fee (per Section 23)	DS & GE	£ 20 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Section 23)		£ 6 : 6 : 0	28.8.1959
Travelling Expenses (if chargeable)		£ : 2 : 0	Received by me,
Second Surveyor's Fee (if any)		£ : : :	19

Committee Minute

Character Assigned

White Star

THURSDAY 24 SEP 1959

Deferred for 2.3 (Postponement under 10.59 approved)

but DS 7.59

B. W. O. Ltd. for A.D. Hunter

Surveyor to Lloyd's Register of Shipping

FRIDAY 9 OCT 1959

Amend class to

BS* "With freeboard"

Deferred for 2.3 (10.59)

White Star

(AM)

Foundation

Noted for Header

2781

In my opinion the Owner's request for postponement of the Special Survey until October, 1959, merits the favourable consideration of the Committee.

Now done :- Damage confined to hole approximately 6" x $\frac{3}{4}$ " in main sheer, starboard side for'd, between frames Nos.4 and 5. Plate heated, faired in place, hole edges trimmed and electric welded externally and doubling plate fitted and welded externally. In my opinion this may be considered as a permanent repair.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

If Stockless, state Mechanical Tests.



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Lloyd's Register
Foundation