

DISCLOSED SECTION

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REC'D NEW YORK APR 8 1956
3 - MAY 1956

DISCLOSED SECTION

Rpt. No. 8.

(Received at London Office)

No. 1911

DISCLOSED SECTION

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report March 20th, 1956 When handed in at Local Office 19 Port of Jacksonville, Florida.

No. in Reg. Book. 34794 Survey held at Savannah, Georgia. Date, First Survey Feb. 9th., Last Survey March 10th., 1956 (No. of Visits 6)

on the ~~Wood Iron or Steel~~ Single Screw S.S. "EURYPYLE"

TONNAGE:— Built at Quincy By whom Bethlehem Steel Co. When 1941 8
GROSS 7875 Owners West Atlantic Overseas Carriers, Ltd. Owners' Address -
UNDER DK. - Managers - (if not already recorded in Appendix to Register Book).
NET 4440 Port belonging to Monrovia

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Sav. Machine & Fdy. Co., Destined Voyage - Savannah, Georgia.

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 10361 Port Phil

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys 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.

CHARACTER for Special Survey. Date of Last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	+LMC
8,55	9,53
SS-Gal.-1,54	WT- 12,54
Carrying petroleum in bulk.	CL- 8,55
	S.P.-12,52

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 - Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry Docking and Repairs.

NOW DONE: Vessel placed in dry dock, bottom and rudder cleaned, examined and found or placed in good order.

Keel Plates- #8, 10, 12 & 13-Wasted plates renewed. After end of #4 keel plate and Fwd. end of #5-badly wasted, 42 ft. renewed. Butts shifted to equalize the middle dimensions of the 42 ft. defective and leaking butts, cut out and rewelded (30.L.F.) internals dealt with as found necessary.

Rudder- 24" of defective welding, in upper section, cut out and welded.

Cargo Tank Bulkhead- No. 1-Wing Tank (p)-Fracture, on aft. transverse bulkhead, 6 ft. from bottom, cut out, welded and reinforcing plate 12"x12"x1/2" installed and welded.

Top shell frame bracket, aft. bulkhead, 6th. frame, outboard, 8" fracture, cut out and welded.

No. 1 Wing Tank (s)- After bulkhead, fractured, at the 7th. shell frame bracket, from bottom, cut out welded, reinforcing plate (horse shoe) 12"x12"x1/2" installed and welded.

No. 3-Wing Tank-(s)- After Transverse Bulkhead- 5th. shell frame bracket, outboard, 12" fracture, cut out and welded.

4th. shell longitudinal bracket, from top, fracture cut out and welded, reinforcing plate 12"x12"x1/2" installed and welded. 12" fracture, cut out and welded through brackets at bottom, aft. bulkhead.

(2)-12" fractures, cut out and welded through brackets at bottom, aft. bulkhead.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired 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 "	Ceiling -	Oil Bunkers -	When fitted, Month Year
Coamings "	Cement or Asphalt -	Scuppers Good	Boats Good
Beams & Fastenings "	Rudder Good	Cargo Hatchways "	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections "	Hatches "	Condition, how ascertained From Deck. (State if wedges removed.)
" " in way of sidelights Not Exd.	Windlass "	Planking	Equipment letter C+
Frames "	Have pumps been examined and found efficient? -	Caulking	Anchors, No. of 3-bower, 1-stream
Reverse Frames "	Have Sticve Valves been examined and found efficient? -	Treenails	Cables (State if now ranged) Yes
Longitudinals "	Have Watertight Doors been examined and found efficient? Yes	Breasthooks & Stems	" length 300 Ftms. diam. 2 3/8"
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes	Timbers of Frame at openings	" (on board) 300 Ftms. size 2 7/16"
Floors "	Air and Sounding Pipes "	" " at other places	Chain Locker Good
Keelsons "	Doubling Plates under Sounding Pipes "	Stringers, Clamps & Shelves	Hawseers & Warps "
Stringers "		Salting (State if examined.)	Standing and Running Rigging
Inner Bottom Plating "			Sails -

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, so far as seen, is in a good and efficient condition, eligible, in my opinion, to be Retained

as now Classed, with Fresh Record of Survey 3, 56 in the Register Book.

Survey Fee (per Section 29) \$: 60.00
Special Repair Fee (if any) (per Sec. 29) \$: 250.00
Travelling Expenses (if chargeable) \$: 6.00
Second Surveyor's Fee (if any) \$:

Fees applied for March 31st, 56
Received by me, 19

Surveyor to Lloyd's Register of Shipping

Committee's Minute

NEW YORK APR 11 1956

Character Assigned 3-56 Jck

Without condition (M) as now see Minute 20.4.56

WT. 3-56



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Has a Survey also been held on the Machinery of the Ship? If so, the Report sent now, or when split it be sent?

(The Surveyor are requested not to write on or below the space for Committee's Minutes.)

014473-014474-2134

Is Certificate required? If so, to be sent to

See minute at 20.4.56

Signature

Signature



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

#3-(p)Wing Tank- (1)-12"x12"x1/2" reinforcing plate, installed and welded, at No.4 shell longitudinal, from top of tank, aft. bulkhead, outboard.
 (3)-12" fractures, cut out and welded, on shell frame through brackets at bottom aft. bulkhead.
 (4)-12" fractures, cut out and welded, on shell frame, through brackets, at bottom Fwd. bulkhead.
 #3-Centre Tank- (1)-12"x12"x1/2" horse shoe, reinforcing plate, on aft. transverse bulkhead, 3rd. shell frame, off centre line (p).
 (1)-12"x12"x1/2" horse shoe reinforcing plate, on aft. transverse bulkhead, 5th. shell frame, off centre line (p).
 (1)-36" fracture cut out and welded on after bulkhead transverse web frame (p).
 (1)-36" fracture cut out and welded on fwd. bulkhead transverse web frame (p).
 (1)-12" fracture cut out and welded, on longitudinal bulkhead (s.s.) 3rd. corrugation up from bottom fwd. end.
 (1)-12" fracture cut out and welded, on longitudinal bulkhead (s) 6th. corrugation, up from bottom, aft. end.
 #4-Centre Tank- (1)-12"x14"x1/2", reinforcing plate on longitudinal bulkhead at centre 3rd. corrugation from bottom (p.s.).
 (1)-20" fracture cut out and welded, on longitudinal bulkhead, at centre 4th. corrugation up from bottom (p.s.).
 (1)-12"x12"x1/2" reinforcing plate on longitudinal bulkhead at centre 3rd. corrugation up from bottom (s.s.).
 (1)-18" fracture cut out and welded on longitudinal bulkhead, aft. end, 8 ft. from bottom (s.s.).
 (5)-Fractures on Fwd. and Aft. Bulkheads, cut out and welded.
 No.6 Centre Tank- (4)-36" fractures cut out and welded on Transverse Bulkheads-(1)-18"x18"x1/2" horseshoe reinforcing plate, on after transverse bulkhead brackets.
 No.7 Wing Tank(starbd.)- (8)-fractures 18"x36" on bulkheads, transverse and longitudinal.
 Cofferdam(p)- (2)-36" fractures, at shell frame bracket, 10 ft. up from bottom.
 No.7-Port Wing Tank- (18)-small fractures cut out and welded; on transverse and longitudinal bulkheads.
 Cofferdam(s)- (3)-12" fractures cut out and welded; at shell frame brackets-(3) 6 & 7th. off bottom.
 No.6 Centre Tank-(1) Reinforcing plate, installed on longitudinal bulkhead (s).
 No.2-Tank (p)- (2) Fractures on Fwd. transverse and longitudinal bulkheads.
 No.5-Port Tank Wing- (13)-Fractures cut out and welded, on the transverse and longitudinal bulkheads, in various plates.
 No.6-Centre Tank-(6)-Fractures, cut out and welded on transverse and longitudinal bulkheads.
 No.5-Starbd.Wing Tank- (6)-Fractures, cut out and welded and (1) horse shoe reinforcing plate, on transverse bulkhead.
 No.7-Starbd.Tank- (3) Fractures, cut out and welded on bulkheads.
 Cofferdam,Aft.- (1) fracture, cut out and welded on (p) shell frame bracket about 10' from bottom.
 Hatch Covers- (20) Renewed and fitted with existing toggle bolts and fittings.
 Fwd.Pump Room- Skylight covers, renewed, existing fittings refitted.
 After Pump Room- Roof plate, renewed.
 Catwalk- (7)-Defective angle supports renewed.
 After Peak Tank- 12" of defective welding, inway of transverse frame, cut out and rewelded.
 Anchors and Cables, ranged (300 Ftms. x 2 3/8" Diam.).
 (p&s) 1st. 20 links removed and reversed.
 Funnel- Outer casing- defective section at the base reinforced with 18" x 10" x 3/16 plate, welded.
 Galley Funnel- 20" Diam. x 48" x 3/16" renewed.
 Ventilator- 30" Diam. located on Poop Deck, reinforced with 21" x 12" x 1/8" plate, welded at Base.
 Trunk reinforced with 25" x 42" x 1/8" plate, welded at Base and the upper section of the trunk 32"x42" x 1/8" renewed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Cargo Lines- Renewed, as directed by Owners Representative, tested and proven in good order.
 Cargo Pumps- Opened, examined, repaired as necessary and proven in good order, by Owners Representative.