

WRECK SECTION

No. 578

(Received at London Office)

No. 56415

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5th. Sept. 1949. When handed in at Local Office 7th. Sept. 1949. Port of CARDIFF.

No. in Survey held at CARDIFF. Date, First Survey 9th. July Last Survey 12 July 1949

Reg. Book. on the ~~Wreck~~ Steel "CLAM". (No. of Visits 4)

05729. TONNAGE: Built at Amsterdam. By whom Nederl. Schps. Maats. When 1927. 3.

GROSS 7404. Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address

UNDER DK. 6761. Managers Port belonging to London.

NET 4285. Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Channel Dry Dock

Cell D Bor D Ba feet; uE & B. feet; f. feet

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. 5296. Port Barb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking and Condition.

Now Done for Docking. Vessel placed in dry dock, bottom, sternframe and rudder (lifted) cleaned, examined, found or made in order and afterwards coated.

Now done for Condition. Decks, casings, ventilators, hatchways, companionways, air pipes, and all means of closure to spaces below the freeboard deck examined and found or placed in satisfactory condition. Freeboard markings verified and loadline certificate endorsed.

Repairs Wear & Tear:- Rudder lifted; locking pintle machined on cone and new cone section shrunk fitted and machined to suit gudgeon. Defective plug welds, 3 starboard 1 port in lower streamlining fin on rudder post cut out and renewed and nose plate built up with welding where corroded.

Stem Wasted plate edges port and starboard on stem bar built up with welding from 6'0" mark

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		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	satisfactory		satisfactory		satisfactory		(State if on Felt.)
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	"	Cement or Asphalt	-	Oil Bunkers	-	Boats	satisfactory
Beams & Fastenings	"	Rudder	satisfactory	Scuppers	satisfactory	Masts, Yards, &c.	-
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	-
" " in way of sidelights	satis.	Windlass	"	Hatches	"	(State if wedges removed.)	
Frames	-	Have pumps been examined and found efficient?	not examined	Planking	-	Equipment letter	bT 2 1/2
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	not examined	Caulking	-	Anchors, No. of	3B 1S
Longitudinals	Pt. exd. satisfactory	Have Watertight Doors been examined and found efficient?	not examined.	Treenalls	-	Cables (State if now ranged)	ranged
Transverses	" " "	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stimson	-	" length	300 mean diamr. 2/16
Floors	-	Air and Sounding Pipes	satisfactory	Transoms, Pointers & Crutches	-	" Rule length	300 size 2/16
Keelsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	Chain Locker	-
Stringers	-			" at other places	-	Hawsers & Warps	satisfactory
Inner Bottom Plating	-			Stringers, Clamps & Shelves	-	Standing and Running Rigging	-
Have the Tanks been examined Internally	Part			Saling	-	Sails	-
Have the Tanks been tested?	yes part						

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 in our opinion is eligible to remain as classed with fresh drydocking date 7,49 subject to the indented shell plates A3; B3 port side and F8; G7 on Port side being dealt with at Owners' convenience.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£ 10	: 10	: 0	7 Sept 1949
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

WRECK SECTION
Committee's Minute 1.28 OCT 1949
Character Assigned hold off (with endorsement) subject (M) DBS. 8, 49

OIL ENGINES CONTINUOUS SURVEY



down to keel level.

Anchor Cables. ranged in dock; sundry slack studs p. & s. hardened up. Four lengths of cable (2p 2s) coupled up. S.R. List for particulars see below.

Cable certificates verified and endorsed.

Inter-Tank leakages. due to defective riveting now made good and tanks Nos. 1, 3, 4 & 6 Centre tanks tested on completion of repairs and found satisfactory.

Note:- Shell plates F8 & G7 on port side slightly indented in common seam.

The damage may be dealt with at Owners' convenience. Category B. Circular 1895.

S.R. List:- Shell plates A3, B3 on port side numbered from forward where set in between floors specially examined at the time and it is recommended that this item be dealt with at Owners' convenience. Category B. Circular 1895.

4 lengths of chain cable now placed on board. This item may now be deleted from the list.

Vessel undocked 15th. July 1949.

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.

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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					
12239	15 7/8	2 1/2	112 1/2	157 1/2	45	1 0	47	0 0	15	2 1/2	Stud Link	-	Netherton April 15th. 1949 W.V. Norman
12240	15 2/3	2 1/2	112 1/2	157 1/2	46	3 0	47	0 0	15	2 1/2	"	-	-do-
12241	15 2/3	2 1/2	112 1/2	157 1/2	46	2 14	47	0 0	15	2 1/2	"	-	-do-
12243	15 7/8	2 1/2	112 1/2	157 1/2	45	1 7	47	0 0	15	2 1/2	"	-	-do-

Iron Stream Chain or Steel Wire

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

