

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 1st. 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 (If not already recorded in Appendix to Register Book).

NET 4285. Port belonging to London.

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Channel Dry Dock Destined Voyage

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

(Periodical Surveys, when held, must be reported in detail and serially 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.

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 } 6 ft. 3 1/2 ins.

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 Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks		satisfactory		satisfactory		(State if on Felt.)	
Caulking of Decks		-		-		When fitted, Month	
Coamings		-		-		Year	
Beams & Fastenings		-		-		Boats	
Outside Plating		-		-		satisfactory	
" " in way of sidelights		satis.		-		Masts, Yards, &c.	
Frames		-		-		Condition, how ascertained	
Reverse Frames		-		-		(State if wedges removed.)	
Longitudinals		Pt. exd. satisfactory		-		Equipment letter	
Transverses		" " "		-		bT 2 1/2	
Floors		-		-		Anchors, No. of	
Keelsons		-		-		3B 1S	
Stringers		-		-		Cables (State if now ranged)	
Inner Bottom Plating		-		-		ranged	
Have the Tanks been examined Internally		Part		-		length 300 mean diamr. 2 1/16	
Have the Tanks been tested?		yes part		-		(on board.)	
		-		-		Rule length 300 size 2 1/16	
		-		-		Chain Locker	
		-		-		Hawsers & Warps	
		-		-		satisfactory	
		-		-		Standing and Running Rigg	
		-		-		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 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
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Licence Base Committee's Minute 1.28 OCT 1949

Character Assigned

7.49 Cff. without spl. Cond. (H) (with endorsement) subject (M) DBS. 8, 49

OIL ENGINES
CONTINUOUS SURVEY.

Is certificate required? If so, to be sent to

123-0007

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

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.

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.	lbs.			
	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.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.	
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 3/8	2 1/2	112 1/2	157 1/2	46	3 0	47 0 0	15	2 1/2		"	-	-do-
12241	15 3/8	2 1/2	112 1/2	157 1/2	46	2 14	47 0 0	15	2 1/2		"	-	-do-
12243	15 3/8	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													

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.



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