

Rpt. 8.

WRECK

No. 5

(Received at London Office)

NOV 1951

No. 3656

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Oct. 20th 1951. When handed in at Local Office 19

Port of St. John's, Newfoundland.

No. in Survey held at Hawke's Harbour, Labrador. Date, First Survey 11/8/51 Last Survey 26/9/51

Reg. Book 25329

75103

on the ~~Wooden~~ Steel Screw Tanker "SALITA"

(No. of Visits) Continuous.

19

TONNAGE :-

GROSS 6261

UNDER DK. 4858

NET 3266

Built at Bremen.

By whom Akt. Ges. "Weser".

When 1906 - 3

Owners South Georgia Co. Ltd.

Owners' Address

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

Managers Crs. Salvesen & Co.

Port belonging to London (British).

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock

Destined Voyage United Kingdom.

Cell DBor DBa feet; uE & B feet; f fee
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. 3648 Port All

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

(CHARACTER.

* for Special Survey.

Date of last Survey and of

Periodical Surveys.

Machinery and Boiler

Surveys

(Including date of N.B., if any).

1100A1 7, 50.

LMC 8, 46

ss SFJ 2nd

BS 8, 49, 50

No. 3 11, 34.

Jsc1 6, 49.

ss OSL 8, 46.

Carrying whale oil or oil fuel in
suez 7.37. 150°F. Fitted for oil
fuel 7.37. 150°F. above 150°F.
Society's Freeboard (if assigned) as
painted on Ship and now verified

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

Not requested.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

NOW DONE: Attend on board at the request of the Owner's Representative for damage stated sustained through grounding at the entrance of Hawke's Harbour, Labrador, on the 14th July, 1951, while being towed to that port by Ocean Tug "FOUNDATION JOSEPHINE", enroute from Bermuda, B.W.I., in a loaded condition, also in the company of whalers "SPOSA" and "CLARCOT". It was reported that vessel was making water in No. 1 double bottom and fore peak tanks. The diver from "FOUNDATION JOSEPHINE" made underwater examination of vessel on 16th and 17th July and reported damage to bottom shell plates (ps) in way of No. 1 double bottom tank. Arrangements were made to sweep the bottom in way of damage, pump out flooded spaces and carry out necessary repairs from inside tank by entering No. 1 D.B. through the peak bulkhead but without success.

It was recommended that a diver be engaged to stop leakage in way of damaged bottom shell plates

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	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Beams & Fastenings	Rudder	Scuppers	Boats
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " In way of sidelights	Windlass	Hatches	Condition, how ascertained
Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Cables (State if now ranged)
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diamr.
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board.)
Stringers		" " at other places	" Rule length size
Inner Bottom Plating		Stringers, Clamps & Shelves	Chain Locker
Have the Tanks been examined internally?		Salting	Hawsers & Warps
Have the Tanks been tested?		State if examined.	Standing and Running Rigging
			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 is in good and efficient condition, eligible in our opinion, to remain as classed in the Register Book without fresh record of survey, subject to permanent repairs to damaged bottom shell and keel plates, floors, etc., in way No. 1 double bottom tank being dealt with on completion of present voyage, also subject to outstanding condition of vessel's class as previously recommended. (Vessel being fit to proceed in tow of a deep sea tug to an United Kingdom port for discharge and repair.

Survey Fee (per Section 29) :-	\$ 250.00	Fees applied for,	20/10/51
Special Damage or Repair Fee (if any) (per Sec. 29)		Received by me,	
Travelling Expenses (if chargeable)	43.00	19	
Second Surveyor's Fee (if any)		Not paid.	

Committee's Minute

FRI. 7 DEC 1951

Character Assigned

Record Book
Write down
St. John's (copy)

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

W1070-0174

St. John's, Newfoundland.

Report No. 3656.

October 12th., 1951.

It was recommended (contd):

from underwater.

The diver reported the following damage:

Several plates indented on starboard side from 1" to 3" deep. Port side A, B and C strakes of plating set up and torn. Opening from 1" to 14", two frame spaces from chain locker and extending aft approximately 14 feet long. The openings were temporarily closed by the diver so that flooded spaces could be pumped out and repairs effected from inside of tanks. Flooded spaces pumped out. Entrance to No. 1 D.B. tank made through bulkhead. No. 1 double bottom tank examined internally and the following damage noted:

Port Side: Large indents, plate fractured between No. 11 to 14 floors aft of collision bulkhead. Intercostal plates in way buckled and twisted. Plate strakes A, B and C set up, buckled and torn.

Starboard side: Plating set up at bulkhead and first floor space in No. 1 tank. Plating set up and torn in way floors 12 and 13. Plate strake A set up, buckled and torn.

TEMPORARY REPAIRS EFFECTED:

No. 1 Double Bottom Tank Portside: Floor spaces Nos. 172 to 176 inc., filled up with cement to the tank top margin plate to centre of side keelson. Floor spaces 171, 172 and between 176 and 177 filled level with cement to floor plate lightening holes. Tank plating reinforced with heavy timber.

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.

[illegible]

No. 1 Double Bottom Tank Starboard Side: Floor spaces 182 to 184 inc., filled up with cement to the tank top margin plate to centre of keelson. Floor spaces 170 to 172 inc. filled with cement to floor plate lightening holes. Tank plating reinforced with heavy timber. Openings in collision bulkheads closed with substantial steel plate covers secured with studs and nuts.

The above mentioned temporary repairs were carried out to our satisfaction, in order to enable said vessel to complete her voyage in the company of the deep sea ocean going tug "FOUNDATION JOSEPHINE" to an United Kingdom port.

Surveyor to Lloyd's Register.