

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15-7- 19 42 When handed in at Local Office 19 Port of Port Tewfik.

No. in Survey held at Alexandria. Date, First Survey 1-5-42 Last Survey 15-5- 1942  
Reg. Book. (No. of Visits 4)

on the ~~Wood-Iron or Steel~~ S.S. "EOCENE"

TONNAGE: Built at Baltimore By whom Bethlehem S.B. Corp. Ltd. When 1922 Year. Month. 8  
Gross 4216 Owners Socony-Vacuum Transportation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
Under Dk. 3777 Managers  
Net 2367 Port belonging to London.

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock \_\_\_\_\_ Destined Voyage \_\_\_\_\_

Cell/D/Bor/DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet }  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons. }  
Particulars of Classification (which must be inserted precisely as in Register Book and 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. 2301 Port Alex

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.I. <del>1241</del>	+LMC.10.38
ssHam N°3-2.35	BS. 10.40
ssPal. N°1-38	TS 6.41. CL
Carrying Petroleum in bulk. Fitted for oil fuel 10.22 F.P. above 150° F.	

(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.

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 Grounding and Air Raid Damage.

Alleged to have been sustained as follows:-

- (1) The Master stated that the vessel grounded off Kas Burun on the 19th. April, 1942 whilst on a voyage from Haifa to Alexandria (Extract of Ships Log Book attached.).
- (2) The Master stated that the vessel was attacked by enemy aircraft whilst at Tobruk on the 25th. April, 1942.

For further particulars please see Ship's Log Book.

The following is the damage found with recommendations for permanent repairs.

- (1) Due to grounding on the 19th. April, 1942.  
The vessel now examined throughout internally and no damage found attributable to said grounding.

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	Survey confined to	above.	Copper, or Y.M. (State if on Felt.)
Decks	Bulkheads	Engine Room Skylights	When fitted, Month _____ Year _____
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, etc.	Boats
Coamings	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c
Beams and Fastenings	Rudder	Scuppers	Condition, how ascertained (State if wedges removed.)
Outside Plating	Steering gear and its connections	Cargo Hatchways	Equipment letter
" " in way of sidelights	Windlass	Hatches	Anchors, No. of
Frames	Have pumps been examined and found efficient?	Planking	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	" length _____ mean diamr (on board)
Longitudinals	Have watertight doors been examined and found efficient?	Treenails	" Rule length _____ size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Chain Locker
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Hawsers and Warps
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running Rigging
Stringers		" " at other places	Sails
Inner Bottom Plating		Stringers, Clamps & Shelves	
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, etc.: This vessel is eligible in my opinion to remain as classed 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."

my opinion to remain as classed subject to permanent repairs at the first opportunity and subject to stern frame (E.W. 9. 26, 4.27 and 1.29) specially to examine next docking. Permanent repairs to shell pltg. &c. (p.s.) on poop quarter at first conv. opp. and to bottom pltg. &c. (p.s.) of Nos. 1 and 2 tanks at first opp. Indntd. pltg. (p.s.) (Petroleum not to be carried meantime in N°3 Summer Tank).

Survey Fee (per Section 29)	£ 31 : 10 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	30-5- 19 42
Travelling Expenses (if chargeable)	£ 1 : 5 : 0	Received by me,
Second Surveyor's Fee (if any)	£ :	30-5- 19 42

Committee's Minute \_\_\_\_\_  
Character Assigned As now Subject

TUE 26 JAN 1943

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

(2) Due to Air Raid on the 25th. April, 1942.

FOUND

RECOMMENDED.

Shell plating Port side (numbers from ford). N°6 plate main sheer strake holed in 2 places 1 hole approx. 8 sq. ins. and 1 hole approx. 2 sq. ins.	To be renewed 13'x4'6"x3/8".
N°7 plate main sheer strake holed in 1 place approx. 1 sq. in. and indented in 3 places each indented approx. 2 sq. in.	To be renewed 20'x4'6"x5/8".
N°8 plate main sheer strake badly buckled.	To remove fair and replace 23'6"x4'0"x5/8".
N°9 plate main sheer strake badly buckled.	To remove fair and replace 27'3"x4'0"x5/8".
N°10 plate main sheer strake slightly buckled.	To fair in place.
N°6 plate 2nd. strake below main sheer strake holed in 1 place approx. 2 sq. ins.	To be renewed 18'0"x5'6"x9/16".
N°8 plate 2nd. strake below main sheer strake holed in 2 places each approx. 1 sq. in.	To be renewed 18'0"x5'6"x9/16".
Main deck (in way N°3 Summer Tank, Port). 1 stringer plate badly buckled.	To remove fair and replace 6'6"x4'4"x1/2".
1 stringer plate badly buckled.	To remove fair and replace 23'0"x4'4"x1/2".
1 stringer plate badly buckled.	To remove fair and replace 22'0"x4'4"x1/2".
1 stringer plate badly buckled.	To crop, remove fair and replace 5'0"x4'4"x1/2".
1 plate 1st. strake inside stringer plate badly buckled.	To remove fair and replace 26'7"x5'6"x7/16".
1 plate 1st. strake inside stringer plate badly buckled.	26'6"x5'6"x7/16".
1 plate 2nd. strake inside stringer plate badly buckled.	To crop, remove fair and replace 13'0"x5'6"x7/16".
1 plate 2nd. strake inside stringer plate badly buckled.	To remove fair and replace 26'6"x5'6"x7/16".

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															
	Steam															
	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. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

1 plate 2nd. strake inside stringer plate badly buckled.	To crop remove fair and replace 18'6"x5'6"x7/16".
1 plate 2nd. strake inside stringer plate badly buckled.	To crop, remove fair and replace 14'0"x5'6"x7/16".
Deck margin angle badly buckled 60'0"x4"x4"x1/2".	To remove fair and replace.
1 cargo hatch buckled	To remove fair and replace 6'0"x4'3"(1'0"x4"x5/8 b.a.).
1 steel hatch cover destroyed.	To be renewed 6'0"x4'3"x5/8" 4 cargo hatch stanchions to remove for access..

FOUND

RECOMMENDED

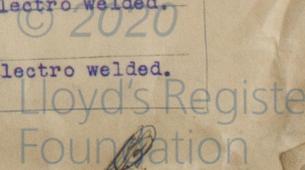
N°3 Summer Tank, Port (internally). 3 longitudinal shell frames slightly buckled in places for whole length of 52'0"x(6"x4"x1/2" b.a.)	To fair in place.
5 vertical shell frames (web) badly buckled each 8'6" x 1'9" x 4" x 4" x 1/2".	To remove fair and replace.
10 vertical shell frame connecting brackets slightly buckled each 3'0"x2'6"x3/8".	To remove fair and replace.
4 longitudinal underdeck beams badly buckled each 52'0"x6"x4"x1/2" b.a.	To remove fair and replace.
8 underdeck connecting brackets slightly buckled each 2'0"x2'0"x3/8".	To remove fair and replace.
5 athwartship underdeck beams badly buckled each 12'0"x10"x4"x4"x1/2".	To be renewed.
10 athwartship underdeck beam connecting brackets slightly buckled each 2'6"x2'6"x3/8".	To remove fair and replace.
Fore and aft division bulkhead plating slightly buckled 52'0"x8'6"x3/8".	To remove fair and replace.
Summer tank bottom plating slightly buckled 52'0" x 12'0" x 3/8".	To remove fair and replace.
N°5 Main Cargo Tank, Port. 3 fore and aft division bulkhead longitudinal stiffeners slightly buckled each 26'0"x6"x4"x1/2".	To remove fair and replace.
8 connecting brackets for above slightly buckled each 2'0"x2'0"x3/8".	To remove fair and replace.
2 fore and aft division bulkhead vertical stiffeners slightly buckled each 8'6"x1'9"x4"x4"x1/2".	To remove fair and replace.
4 longitudinal beams under summer tank bottom slightly buckled 26'0"x6"x4"x1/2".	To remove fair and replace.
8 connecting brackets for above slightly buckled each 2'0"x2'0"x3/8".	To remove fair and replace.
N°6 Main Cargo Tank, Port. 3 fore and aft division bulkheads longitudinal stiffeners slightly buckled, each 26'0"x6"x4"x1/2".	To remove fair and replace.
8 connecting brackets for above slightly buckled each 2'0"x2'0"x3/8".	To remove fair and replace.
3 fore and aft division bulkhead vertical stiffeners slightly buckled each 8'6"x1'9"x4"x4"x1/2".	To remove fair and replace.
4 longitudinal beams under summer tank bottom slightly buckled 26'0"x6"x4"x1/2".	To remove fair and replace.
8 connecting brackets for above slightly buckled each 2'0"x2'0"x3/8".	To remove fair and replace.
Boat Deck (aft) planking leaking.	To be caulked.
Chart Room: 5 windows broken.	to be renewed.
Bridge wood screen 1 plank holed 3'0"x4"x1".	To be renewed.
2nd. Officers Cabin wood lining holed in 4 places.	To be repaired.
Lifeboats. N°2 (Port) lifeboat, 2 planks holed by splinters.	Hull planks to crop and renew each approx. 3'0"x4"x1/2".
N°4 (Port) lifeboat, 1 plank holed by splinter.	Hull plank to crop and renew approx. 3'0"x4"x1/2".

As this vessel was urgently required for service permanent hull & lifeboat repairs could not now be carried out and the following temporary repairs have now been completed

FOUND	RECOMMENDED	NOW DONE
Shell plating Port side (numbers from ford). N°6 plate main sheer strake holed in 2 places 1 hole approx. 8 sq. ins. and 1 hole approx. 2 sq. ins.	To be renewed 13'0"x4'6"x3/8".	Electro welded patches fitted.
N°7 plate main sheer strake holed in 1 place approx. 1 sq. in. and indented in 3 places each indented approx. 2 sq. ins.	To be renewed 20'0"x4'6"x5/8".	Electro welded.
N°6 plate 2nd. strake below main sheer strake holed in 1 place approx. 2 sq. ins.	To be renewed 18'0"x5'6"x9/16".	Electro welded.
N°8 plate 2nd. strake below main sheer strake holed in 2 places approx. 1 sq in.	To be renewed 18'0"x5'6"x9/16".	Electro welded.

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.



S.S. "EOCENE".

FOUND

RECOMMENDED

NOW DONE.

In way damaged deck plating temporary  
 under deck channel bar stiffeners to be fitted  
 fitted, 1 channel bar fore and aft  
 under deck with brackets 52'0"x4"x4"x $\frac{1}{2}$ ".  
 5 channel bar vertical supports with  
 brackets 8'6"x6"x4"x4"x $\frac{1}{2}$ ".  
 2 channel bar athwartship stiffeners  
 with brackets 12'0"x6"x4"x4"x $\frac{1}{2}$ ".

Completed.

Lifeboats.

N<sup>o</sup>2 (Port) lifeboat  
 Stptanks holed by spli-  
 nters.

Hull planks to crop and renew each  
 approx. 3'0"x4"x $\frac{1}{2}$ ".

Temporary patches  
 fitted.

N<sup>o</sup>4 (Port) lifeboat  
 1 plank holed by  
 splinters.

Hull plank to crop and renew each  
 approx. 3'0"x4"x $\frac{1}{2}$ ".

Temporary patch  
 fitted.

Temporary repairs have now been completed to hull and lifeboats as stated.

The above repairs have been satisfactory carried out and the vessel is in my opinion  
 in fit and seaworthy condition and fit to carry petroleum in bulk except in N<sup>o</sup>3 summer  
 Tank (Port side).

It is recommended that permanent repairs be completed at the first opportunity.



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 Foundation