

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5. 3. 1941 When handed in at Local Office 6 MAR 1941 Port of LIVERPOOL

No. in Reg. Book Survey held at EASTHAM Date, First Survey 3. 3. 41 Last Survey 7. 3. 41 1941
(No. of Visits 2)

82442 on the Wood, Iron or Steel SAN CASIMIRO

TONNAGE: Built at GLASGOW By whom BLYTHWOOD S.B. CO. LTD. When 1936 MONTH 12

GROSS 8046 Owners EAGLE OIL & SHIPPING CO. LTD. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK 7201 Managers ✓ Port belonging to LONDON

NET 4731 Surveyed Afloat or in Dry Dock? Afloat Name of Dock EASTHAM MANCHESTER SHIP CANAL Destined Voyage ✓

Cell/Dor/DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted 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. 14634 Port Br

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1 4, 40</u>	<u>+L.M.C. C.S. 1, 41</u> <u>7, 37</u>
<u>CARRYING PETROLEUM</u>	<u>D.B.S. 1, 41</u>
<u>IN BULK</u>	<u>T.S.C.L. 12, 40</u>
	<u>OIL ENGINES ✓</u>

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 6 ft. 7 3/4 ins.

Was a damage report made by anyone else? If so, by whom? HAY & SMART.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. Stated to have been caused by contact with the Centre Pier at Barton Locks, Manchester Ship Canal on the 3rd March 1941. For further particulars please see vessel's Log Book.

on Examination the following damage was found, on Port side in way of Fore Hold—

no 2 Plate in 2nd stroke below main sheerstrake, and nos 2 and 3 Plates in 3rd stroke below main sheerstrake indented.

2 main frames and 1 web frame buckled.

as the vessel was urgently required it was not possible to effect permanent repairs at this time, but as a temporary repair

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		P. TO.	
Decks <u>GOOD</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>✓</u>
Beams & Fastenings <u>✓</u>	Rudder <u>✓</u>	Scuppers <u>GOOD</u>	Masts, Yards, &c. <u>GOOD</u>
Outside Plating <u>✓</u>	Steering gear and its connections <u>GOOD</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>FROM DECK</u>
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed) <u>ct 2 1/8</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Equipment letter <u>3B. 1.5</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>3B. 1.5</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	Cables (State if now ranged) <u>NO</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stems <u>✓</u>	" length <u>STATED</u> mean diamr. (on board)
Floors <u>✓</u>	Air and Sounding Pipes <u>GOOD</u>	Transoms, Pointers & Crutches <u>✓</u>	" Rule length <u>COMPLETE</u> size
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Chain Locker <u>✓</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Hawsers & Warps <u>GOOD</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>"</u>
Have the Tanks been examined internally? <u>✓</u>		Salting (State if examined.) <u>✓</u>	Sails <u>✓</u>
Have the Tanks been tested? <u>✓</u>			

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 now seen is in an efficient condition and eligible in my opinion to remain as classed, without fresh record of Survey. Subject to indented plating in way of FPT, in way of no 5 Cargo Tank and in way of Fore Hold (P.S.) being dealt with at the first convenient opportunity stemframe (E.W. 7, 39) to specially examine at next dry docking.

Survey Fee (per Section 29)	£		
Special Damage or Repair Fee (if any) (per Sec. 29)	£	8	8 : 0
Travelling Expenses (if chargeable)	£		5 : 0
Second Surveyor's Fee (if any)	£		

Fees applied for, 6 MAR 1941

Received by me, 19

S.B. Lumsden
Surveyor to Lloyd's Register of Shipping.

LIVERPOOL

11 MAR 1941

TUE 25 MAR 1941

Committee's Minute

Character Assigned Defers.

Lloyd's Register Foundation
W1138-0089



If so, is the Report sent now, or when will it be sent?

Is certificate required? If so, to be sent to

a cement box has been fitted in way of indented plating

as the efficiency of the vessel is not affected it is submitted that repairs might be deferred till a more convenient opportunity.

Annual Freeboard Survey how held - no repairs recommended.

Generally Examined Decks, Casings, Windlass and Steering gear and same in order.

SK List The indented plating in way of Fore peak tank and in way of No 5 Cargo Tank (P.S) and Sternframe (E.N. 7, 39) have not been examined at this time.

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.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
	Iron Stream Chain } or Steel Wire... }													

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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