

Rpt. 8

30. OCT. 1961

Port RIO DE JANEIRO

No. 8110

Date of writing Report 29. 9. 61

When handed in at Local Office 29. 9. 61

Received London

Survey held at Rio de Janeiro

No. of Visits 14

First Date 15. 7. 1960

Last Date 23. 5. 1961

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

S.S. "ILHA GRANDE" ex. "SANTA CECILIA" ex. "SILVER STAR PARK" Tons gross 7243

Built at Vancouver, B.C. By Whom West Coast Shipbuilders, Ltd. When 1943 Month 12

Owners Petroleo Brasileiro S.A. - Petrobras Frota Owners' address Nacional de Petroleiros. (If not already in R.B.)

Managers Port of Registry Rio de Janeiro

Surveyed Afloat or in Drydock Both Name of Dock Rio de Janeiro drydock & afloat Date of last examn. in Drydock 17. 11. 60 at Rio harbour.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 2741 Port Jan To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Decking is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Plates are replaced or retested the necessary particulars are to be given on Report 8(Eq) and is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
RECLASSIFICATION.	
Class contemplated:	
+100A1 oil tanker	+LMC
Carrying homogeneous cargo	
F.P. above 150°F.	OF 2/43
pt. EW	

References and references to any letters relating to this Report

In cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 10 ft 6 3/4" ins

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

ALTERATIONS AND REPAIRS AS PER RULE FOR DOCKING, RECLASSIFICATION AND SPECIAL SURVEY.

REPAIRS: WEAR & TEAR: A number of shell rivets overhauled by caulking. A few small fractures in rudder side plating veed out and welded. Anchor shackle pins overhauled. All main shrouds removed, earving opened up, greased and refitted. All wire gauzes on air pipes renewed. All packing renewed in W.T. entrance doors, and toggles overhauled.

ALTERATIONS: All after tween deck accommodation removed at this time, and space left void. Midship deckhouse accommodation and minor internal bulkheads rearranged. New messroom, strongly constructed of steel, erected on Boat deck abaft engine casing, incorporating entrance to trunk leading to forward end of shaft tunnel with hinged steel W.T. door with 18" sill. Entrance to shaft tunnel from engine room blanked off. Cargo line between after and forward pump rooms removed from working space abreast engine room and carried up to upper deck from both pump rooms and along above upper deck abreast midship deckhouse.

For reclassification the ship was specially examined at this time and so far as could be seen, no alterations or repairs of a major nature had been effected since the ship was discharged. So far as now seen the materials and workmanship of any repairs or alterations are good and in compliance with Rule requirements.

CONTINUATION OVER/OR SHEET 2

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Removed								
Removed and Faired or Repaired								
Repaired in place								

Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to Yes. Rio. (R) the Report sent now, or when will it be sent? Now Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now surveyed, is eligible in my opinion to be reclassified as oil tanker "carrying homogeneous cargo F.P. above 150°F" with record of Docking 11.60 and to have the notation of S.S.(Dr) 5.61.

R. Stuart Leishman
Surveyor to Lloyd's Register of Shipping
R. Stuart Leishman for S. Dinnen & self.

Date of Committee

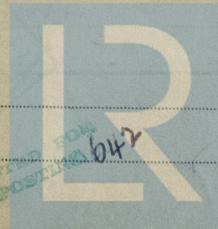
FRIDAY - 9 MAR 1962

Minute

Reinstated: +100A1 "oil tanker" "Rmt!"
"Homogeneous barges FP above 150°F"
DS. 11.60 + Lmc. ES. 5.61
SS(Dr). 5.61 TS(Cl) 11.60
Reclassified 5.61 MBS. 5.61
SPS. 5.61

20m,4.61 T. (MADE AND PRINTED IN ENGLAND)

Write Rio (h) q/s



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Lloyd's Register Foundation

CERTIFICATES WRITTEN

002816 - 002824 - 0286

Notes
17-5-62

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING, RECLASS^N & SPECIAL SURVEY

Items	Now Examined		Now Examined Internally		Now Tested	
	YES	NO or NONE	YES	NO	YES	NO
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	YES		YES		YES	
Rudder lifted	YES		YES		YES	
Weather Decks, Superstructures and Casings	YES		ALL - YES		ALL - YES	
Hatchways, Covers, closing and securing appliances	YES					
Ventilator coamings, skylights, companionways and closing appliances	YES					
Holds	YES					
'Tween Decks	YES					
Fore Peak Spaces	YES					
After " "	YES					
Engine Space	YES					
Boiler " "	YES					
Under Engines and Boilers	YES					
Tunnel and Well	YES					
Coal Bunkers	NONE		YES			
Chain Locker	YES					
Other Spaces			YES			
					Yes	
					Yes	
					Yes	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? In peaks, Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None

Has a Load Line Survey been held? Yes If so, state which Renewal

Have the shell and deck plating been drilled as per Rule? Yes If so, Report 8(Dr) to be attached Yes

Have any alterations to the approved scantlings and arrangements now been effected? Yes If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None	Sluice Valves examined and found	None
" " in way of side scuttles	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained	By examn.
Coamings and Casings	Good	Companionways and Skylights	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Shell Openings	Good	Chain Locker	Good
Frames	Good	Ash Shoots	None	EQUIPMENT	
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Equipment Letter	at 2 1/16" 50
Longitudinals	None	Freeing ports	Good	Anchors, No. of	3B. 1S Condition Good
Transverses	None	Steering Gear (Main and Auxiliary)	Good	Cables (State if now ranged and examined)	Yes
Floors	Good	examined and found	Good	" length 270 fms mean diam.	2"
Keelsons	Good	Windlass examined and found	Good	" Rule Length 270 fms. Size	2 1/2"
Stringers	Good	Pumps	Good	Hawsers and Warps	Good
Inner Bottom Plating	Good	W.T. Doors	None	State if any Anchors or Chain Cable have	No.
Bulkheads and Tunnel	Good			now been supplied or retested, if so.	Verified
				complete Report 8(Eq) and attach.	only.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? none See Below

REMARKS, REPAIRS, Etc. (Contd.) EQUIPMENT: The anchors and cables were ranged and examined at this time and the weights of the anchors and length and diameter of the complement of chain cable found to be in accordance with Rule requirements for the Equipment Letter originally assigned. No certificates of test were available for the equipment, and there are no existing facilities in Brazil for proof testing such equipment. Accordingly, in view of the length of service this equipment has already had, and its good condition, it is submitted for the consideration of the Committee that the requirement of proof testing the equipment may be waived in this particular instance.

Survey Fee S.S. 352,000,00 Second Surveyor's Fee (if any) _____
 Loadline Renewal 30,000,00 Date when A/c. Rendered 29. 9. 61
 Special Damage or Repair Fee (if any) _____ Travelling Expenses (if chargeable) _____

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to
 Rio de Janeiro REPORT 8 No. 8110

SHIP'S NAME "ILHA GRANDE" DATE OF DRILLING 26. 10. 60

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
 The thicknesses are in hundredths of an inch.
 Drillings to be made in accordance with rules.

STRAKE	POSITION	Letter	AMIDSHIPS				FORWARD				AFT				REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		
Bridge Sheerstrake															
Bridge Strake below															
Sheerstrake		K	11/16	.65	.65	.04	.04								
1st Strake below		J	5/8	.62	.62	-	-								
2nd " "		H	"	.60	.62	.02	-								
3rd " "		G	"	.60	.60	.02	.02								
4th " "		F	"	.62	.60	-	.02								
5th " "		E	"	.58	.59	.04	.03								
6th " "		D	"	.62	.62	-	-								
7th " "		C	"	.62	.62	-	-								
8th " "		B	"	.62	.62	-	-								
9th " "		A	"	.62	.62	-	-								
10th " "		Keel	3/4	.72	.72	.03	-								
11th " "															
12th " "															

See also letter of 23/11/61 from Rio de Janeiro about these and other shell drillings

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS—IF DRILLED

STRAKE	POSITION	Letter	FORWARD TANK				AFTER TANK				REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		
Bridge Sheerstrake											
Bridge Strake below											
Sheerstrake											
1st Strake below											
2nd " "											
3rd " "											
4th " "											
5th " "											
6th " "											
7th " "											
8th " "											
9th " "											
10th " "											
11th " "											
12th " "											

R. Stuart Leishman
 Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.
 STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	POSITION	Letter	FORWARD				AFT				REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		
Stringer Plate											
1st Strake Inboard											
2nd " "											
3rd " "											
4th " "											
5th " "											
6th " "											

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

