

Rpt. 8

Date of writing Report 10.1.61.

When handed in at Local Office

10.1.61.

DUBLIN

No.

11 JAN 1961
9070

Surveyed at Rushbrooke, Co. Cork.

No. of Visits 24

First Date 21.10.1960

Last Date 1. 1. 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.
55790on the ~~XXXX~~ Steel ~~SS~~

"CAPE DREPANON"

7123

Built at

Srl.

By Whom

Marine Industries Ltd.

Year 1944

Month 6

Owners

Merida Cia. Nav. S.A.

Owners' address

PIRAEUS.

Managers

Port of Registry

Surveyed Afloat & in Drydock

Yes

Name of Dock

Rushbrooke

Date of last exam. in Drydock 12.11.60.

Last Report No.

2386

Port

yka

To be filled in a Head Office

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

Survey 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 Survey, 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 be completed the Survey should be summarized 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 summarized in the form below. When, at a Special Survey, the Shell and Deck plating is stripped the results must be reported on Report 8 (Eq). Repairs to Anchors or Chain Cables are reported on Report 8 (Eq). Particulars are to be given on Report 8 (Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

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

Freeboard as marked on ship and now verified

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR SPECIAL SURVEY, DAMAGE AND ALTERATIONS.

Damage stated to have been caused by :-

- (1) Heavy weather - September/October 1954,
- (2) Heavy weather - February/March 1955,
- (3) Contact with Irlam Lock on 16th May, 1955,
- (4) Heavy weather - January/February 1957,
- (5) Breaking of moorings at Zeebrugge Outer Harbour on 14th/15th December, 1957,
- (6) Trawler "JACQUES COLIN" striking the above vessel whilst moored in Zeebrugge Harbour on the 15.12.57, and
- (7) Heavy weather Nantes to Zeebrugge December, 1957.

DAMAGE REPAIRS (1).:-

- | | | |
|--------------------------------------|---|---------------------------------------|
| No. 4 winch, starboard side | - | winch guards and pipe guards renewed. |
| Pipe guards aft of windlass | - | renewed. |
| Pipe guards at forward end of bridge | - | renewed with bearers. |

CONTINUATION SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Rehewed	6							
Removed and Fitted or Replaced								as per Report
Fitted or Replaced in place	5	2						

Has a Survey also been held on machinery of the Ship?

Yes

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

Now

Is Classification Certificate required? If so, to be sent to

Owners.

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 vessel, so far as now seen, is in good and efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Docking Survey 11-60 and to have the notation of SS.1-61. (Without special condition re stem and stem plating and set up keel and bottom shell plating forward, bottom shell plating internally, fractured inner bottom plating at strut of No.3 stiffener in (P) DT and sounding pipe at No.1 DBT (p.s.a.).

S.R.L. APPENDIX : Bottom shell plating somewhat wavy.

For ~~Ship~~ ~~Master~~ ~~Marine Industries Ltd.~~
[Signature]
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 9 FEB 1961

Minute

SS 11.60, without spl edu

SS 1.61, ES 1.61

TS 11.60, MBS 1.61, SPS 10.60

30m. 5.56

Ackd. Sub.

Safety Surveys Overdue 11.57.

003023-003028-0097 1/4

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Port of DUBLIN

Continuation of Report No. 9070 dated 10th January, 1961 on the

TABLE 1		SPECIAL		SURVEY	
PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR					
Items	Now Examined YES "NO" or NONE	Tanks	Now Examined Internally	Now Tested	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	YES	F.P. Tank	YES	YES	
Rudder lifted	YES	A.P. "	YES	YES	
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)	ALL - YES	ALL - YES	
Hatchways, Covers, closing and securing appliances	YES	O.F. 1, 2, 3, 4, 5, 7 & 8.			
Ventilator coamings, skylights, companionways and closing appliances	YES	Fresh Water Tanks	NONE		
Holds	ALL - YES	Deep Tanks (AFT)	YES	YES	
Deck	ALL - YES	Deck Settling Tanks	YES	YES	
Fore Peak Spaces	YES	Side Tanks	NONE		
After " "	YES	Wing Tanks	NONE		
Engine Space	YES	Other Tanks			
Boiler "	YES	Cargo Tanks (Tankers)	NONE		
Under Engines and Boilers	YES	Cofferdams	NONE		
Tunnel and Well	NONE	Pump Rooms	NONE		
Coal Bunkers	YES				
Chain Locker	YES				
Other Spaces	YES				
ACCOMMODATION SPACES					
		Have Tanks now Examined been Cleaned in Necessary?		YES	
		Have Strums in Cargo Tanks (of Tankers) been removed?		-	
		Have Tanks been Retested as necessary after completion of any Repairs?		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 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? YES

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

Have any alterations to the approved scantlings and arrangements now been effected? YES

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 Aft—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	Good	Shut Valves examined and found	Good
" " in way of life shuttles	Good	Cement	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 (State if wedges removed)	from aloft
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	Good
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B 1S	Condition
Longitudinals	Good	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	Good	Steering Gear (Main and Auxiliary)	Good	length 270 F. mean diam. 2 1/16"	
Floors	Good	examined and found	Good	" (on board) 270 F. Size 2 1/16"	
Keelsons	Good	Windlass examined and found	Good	" Rule Length	Sufficient
Stringers	Good	Pumps	Good	Hawsers and Warps	
Inner Bottom Plating	Good	W.T. Doors	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	Yes
Bulkheads and Tunnel	Good				

Have conditions (A) XXXXXXXXX of Class (if any) been dealt with? YES See Below

REMARKS, REPAIRS, Etc. (Contd.)

No.1 Damage: £ 4. 4. 0
2 " 21. 0. 0
3 " 10.10. 0
4 " 4. 4. 0
5 " 3. 3. 0
6 " 8. 8. 0

S.S. £162.16.0
Survey Fee
Sunday & late fees 9. 9. 0
Alterations 21. 0. 0
24. 3. 0

Second Surveyor's Fee (if any) £50. 0. 0d.
L.S.A. 10.1.61.
Date when A/c. Rendered

S.S. "CAPE DREPANON"

DAMAGE REPAIRS (2) :- Plates numbered from forward.

Keel strake Nos. 2 & 3 plates - renewed. 1

A strake, port side, No.4 plate - renewed. 1

A strake, starboard side, No.4 plate - renewed. 1

A strake, No.3 plates, port and starboard sides, after ends - faired in place. 2

Floors in way - lower edges - faired in place and rewelded.

Heating coil in No.1 tank - repaired and tested.

No.1 double bottom tank tested to Rule requirements and all found satisfactory.

DAMAGE REPAIRS (3) :- Plates numbered from forward.

Stem bar in way of 5th strake below main sheer - faired in place

5th strake below main sheer, No.1 plate, port side, - cropped and part renewed 1

5th strake below main sheer, No.1 plate, starboard side - cropped and part renewed 1

4th strake below main sheer, No.1 plates, port and starboard sides - faired in place 2

No.1 frames, port and starboard sides - faired in place 2

Fore peak tank tested to Rule requirements and found satisfactory.

DAMAGE REPAIRS (4) :- See Yokahama Report No.2243.

No.7 double bottom tank topin the port midship deep tank at the end of strut at foot of No.3 stiffener from the margin to bulkhead - fractures veed out from the underside and electric welded through to pad and all found satisfactory.

Tank tested to Rule requirements and all found satisfactory.

DAMAGE REPAIRS (5) :-

Three - 3" x 90 fathoms sisal ropes - broken - renewed

One breast wire - 3" x 90 fathoms - broken - renewed

One insurance wire - 4 1/2" x 120 fathoms - broken - renewed

DAMAGE REPAIRS (6) :- Numbered from forward.

Strake J - No.9 plate, starboard side - faired in place 1.

CONT'D.....

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S.S. "CAPE DREPANON"DAMAGE REPAIRS (7) :-

No damage noted on bottom shell plating due to heavy weather.

See Yokohama Report No. 2243 and Special Reasons List.

Sounding pipe to No.1 double bottom tank near aft bulkhead

in No.1 hold, port side aft

- renewed.

SPECIAL REASONS LIST :-

All the bottom shell plating examined internally and all found satisfactory.

The bottom is slightly wavy, but has not altered since the last survey.

Sketch of the corrugation and depth of same herewith attached.

In my opinion, this item should be noted as an S.R.L. Appendix.

ALTERATIONS :-

The alterations to the hatches and structure in way of No.3 hatch - weather and tween decks have now been carried out as per approved plan dated 13.11.60, and all found satisfactory.

Owing to the severe wastage being found on the hatch coamings, port and starboard sides, it was found necessary to extend the original proposed renewals.

Repairs examined on completion and hose tested and all found satisfactory.

Approved plan and plan as now fitted with hatch beam plan herewith attached.

Report C.11 Contd. herewith attached and copy forwarded to the Owners.

*Noted
17/1/61*

REPAIRS WEAR & TEAR :-

6 lengths of chain cable, 3 port and 3 starboard, have now been renewed.

Marks verified from certificates and found in order.

Report 8 (Eq.) herewith attached.

Tank margin brackets in engine room, port side, No.6 bracket from the after bulkhead renewed - No.3 bracket cropped and part renewed.

All locks on doors renewed as found necessary.

No.1 tween deck, port side, after bulkhead - cropped and part renewed.

All ventilators renewed or repaired as found necessary.

Nos. 3 & 5 winch seatings renewed as found necessary.

A number of slack rivets in fore peak renewed.

Bulkhead between Nos. 1 & 2; 2 & 3; 3 & 4; port and starboard sides - cropped and part renewed.

Cement chocks renewed as found necessary.

Hatch covers and cleats renewed as found necessary.

4 tarpaulins renewed.

Sundry minor repairs.

The Surveyors are requested not to write in the space above

PT 850 (EQUIPMENT)

To be securely attached to

SHIP'S NAME CAPE DREPANON

REPORT DUBLIN

No. 9070

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

[illegible]

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable			Length and size per rule			Description	Makers of Cable	Where and when tested and Superintendent		
	Length	Diam.	Statutory	Breaking	Supplied			Rule						Length	Diam.
	Fathoms or Metres	Ins. or Mms	Tons or Kilogs	Tons or Kilogs	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Fathoms or Metres	Ins. or Mms			
47956	15 ¹ / ₆	2 ¹ / ₁₆	107.3.0.0	149.18.0.0	33	2	21	31	3	14	.	.	Steel Link	—	Barcliff 17.10.60 F.W. Doney
47955	15 ¹ / ₆	2 ¹ / ₁₆	—	—	34	0	0	.	.	.	.	.	—	—	—
47954	15 ¹ / ₆	2 ¹ / ₁₆	—	—	33	3	14	.	.	.	.	.	—	—	—
47953	15 ¹ / ₆	2 ¹ / ₁₆	—	—	32	2	0	.	.	.	.	.	—	—	—
47952	15 ¹ / ₆	2 ¹ / ₁₆	—	—	33	2	7	.	.	.	.	.	—	—	—
47977	15	2 ¹ / ₁₆	—	—	31	1	14	.	.	.	.	.	—	—	Barcliff 8.11.60 F.W. Doney

W. Staggall.

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? **YES.**

m.2,57 T.

The Surveyors

Dublin Ill
2/2/61

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