

Rpt. 8

*Change of Registry*

DUBLIN

11 JAN 1961  
No. 9070

Date of writing Report 10.1.61.

When handed in at Local Office 10.1.61.

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. 55790

on the ~~XXXX~~ Steel ~~SS~~ "CAPE DREPANON"

7123

Built at Srl.

By Whom Marine Industries Ltd.

Year gross 1944  
Month 6

Owners Merida Cia. Nav. S.A.

Owners' address  
(if not already in R.B.)  
Port of Registry PIRAEUS.

Managers

Surveyed Afloat & in Drydock Yes

Name of Dock Rushbrooke

Date of last exam. in Drydock 12.11.60.

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

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)

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 Deck Plating is stripped the results must be reported on Report 8(Eq). Whenever Anchors or Chain Cables are replaced or renewed the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
BS*	with freeboard	MBS*	
Docking	1-57	Engines	12-52
SS.	11-53	BS M	7-57
		TS(CL)	1-57 N
		sps	6-56

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							as per Report
Removed and Fitted or Replaced								
Faired or Repaired 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. APRENDIX : Bottom shell plating somewhat wavy.

*For [unclear] Macdonald*  
*[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. 5.55

*ack [unclear]*

*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 'C'

Table with columns: Items, Now Examined (YES/NO/NONE), Tanks, Now Examined Internally, Now Tested. Rows include Shell plating, Rudder, Weather Decks, Hatchways, Ventilator coamings, Holds, Tween Decks, Fore Peak Spaces, Engine Space, Boiler, Under Engines and Boilers, Tunnel and Well, Coal Bankers, Chain Locker, Other Spaces, Accommodation Spaces, etc.

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
Have the 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
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 All - Yes.

TABLE 2 The present condition of the following parts in so far as examined is to be reported:-

Table with columns: Part Name, Condition (Good/None), Part Name, Condition (Good/None). Rows include Shell plating, Rudder and Superstructure, Decks, Superstructures and their closing appliances, Coamings and Casings, Beams and Fastenings, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, Bulkheads and Tunnel, etc.

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

REMARKS, REPAIRS, Etc. (Contd.)

Summary table with columns: No., Damage, Amount (£), S.S. Fee, Sunday & late fees, Alterations, Travelling Expenses (if chargeable), Second Surveyor's Fee (if any), L.S.A., Date when A/c. Rendered. Total damage: £4,400.

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.....



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.

