

Rpt. 8 J.H.F.

Port ROTTERDAM

No. 49186

Date of writing Report 24-3-1960

When handed in at Local Office

Received London

APR 1960

Survey held at SCHIEDAM

No. of Visits 5

First Date 21-3-19 60

Last Date 23-3-19 60

WRECK SECTION

# REPORT OF SHIP SURVEYS AND REPAIRS

WRECK SECTION

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

No. in R.B. 32739

NO

S.S.

"TECTUS"

Tons gross 10689

Built at Mobile

By Whom Alabama D.D. & S.B. Co.

When 1945

Owners Shell Petroleum Co., Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry LONDON

Surveyed Afloat or in Drydock drydock

Name of Dock Wilton-Eijenoord, Schiedam

Date of last examn. in Drydock 23-3-60

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

Last Report: No. 60709

Port

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 drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested 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.			
100A1	Oil Tanker	L.M.C.	
Classed	3-48	C.S.	12-56
S.S. (Dr.)	12-56	M.	1-59
D.S.	1-59	T.S. CL	11-56
		S.p.s.	1-59
		O.F.	

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 ANNUAL SURVEY

Repairs wear and tear:

Fractured welding of S.B. rudderplating to rudder coupling flange has been veed out and rewelded.

Fracture in P.S. rudderplating veed out and welded to satisfaction.

Fractures were now observed in sternframe port and starboard side (for position and extent see sketch) and have been veed out and repaired by electric welding (all usual precautions taken regarding protection of welding against weather conditions, pre-heating and slowly cooling down after welding).

Welded surfaces have been ground smooth upon completion.

It is submitted sternframe (e.w. 3-60) to be specially examined at next drydocking.

S.R.L.: Indents were observed in p.s. shellplating,

upper deck sheer and 1st below nrs. 8-9-10 from aft,

also in s.b. shellplating 1st & 2nd below sheer nr: 6 forward

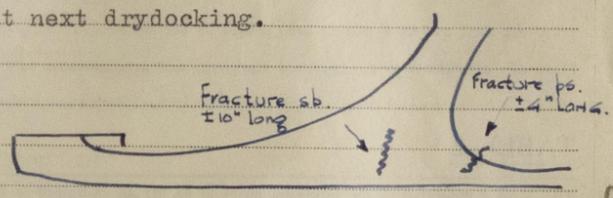
and sheer and 1st below nrs. 8 and 9 from aft and 1st below

nr. 7 from aft (no damage causes stated). As it was stated very inconvenient for the Owners to deal

with eventual repairs at this opportunity (ship will be laid up now in Irish waters), it is recommended

that these damages be specially examined and dealt with as necessary at next S.S., being considered

efficient meantime.



CONTINUATION OVER/OR SHEET 2

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

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

Is Classification Certificate required? If so, to be sent to not required

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

Has Interim Certificate been issued? copy attached

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".

It is submitted this ship is eligible to remain as classed with fresh record of Docking 3-60, subject to sternframe (e.w. 3-60) being specially examined at next drydocking and to indented shellplating nrs. 8, 9, 10 in upperdeck sheer and 1st below (p.s.a.), nrs. 6 in 1st and 2nd below sheer (s.s.f.) and nrs. 8, 9 in upperdeck sheer and 1st below (s.s.a.) and nr. 7 in 1st below sheer (s.s.a.) to be specially examined and dealt with as necessary at next S.S. and to all conditions at present attached to the vessel's class being dealt with as previously recommended.

*C. H. Knutten*  
Surveyor to Lloyd's Register of Shipping

Swilly Mac 26  
L.A.S. 43

Date of Committee

THURSDAY 28 APR 1960

Minute

SS 360, subject

40m,358 T.



003290-003297-0012

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR ANNUAL SURVEY

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
	YES NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes	F.P. Tank	no	no
Rudder lifted	no	A.P. "		
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes			
Hold	no	Fresh Water Tanks		
		Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
Tween Decks	no			
		Side Tanks		
Fore Peak Spaces	no	Wing Tanks		
After " "	no	Other Tanks		
Engine Space	no			
Boiler " "	no	Cargo Tanks (Tankers)		
Under Engines and Boilers	no			
Trunk and Well	no			
Coal Bunkers	none	Cofferdams		
Chain Locker	no			
Other Spaces	no	Pump Rooms		
		Have Tanks now Examined been Cleaned as Necessary?	none	
		Have Struts in Cargo Tanks (of Tankers) been removed?	no	
		Have Tanks been Retested as necessary after completion of any Repairs?	none	

Have the spaces now surveyed been cleared and cleaned as necessary? none

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? no

Have the bilges been cleaned out and examined? no Has cement in bottom been examined? no

Has steelwork had rust removed and afterwards been recoated as necessary? no

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? no

Has a Load Line Survey been held? no If so, state which --

Have the shell and deck plating been drilled as per Rule? no If so, Report 8(Dr) to be attached --

Have any alterations to the approved scantlings and arrangements now been effected? no 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	not examined	Sluice Valves examined and found	none
" " in way of side scuttles	not examined	Cement or Asphalt	not examined	Air and Sounding Pipes	on deck, good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not examined
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 deck
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	not examined
Beams and Fastenings	not examined	Shell Openings	none	EQUIPMENT	
Frames	not examined	Ash Shoots	none	Equipment Letter	(gt) 2.5/16" sq
Reverse Frames	not examined	Overboard Discharges and Scuppers	not examined	Anchors, No. of complete Condition	not examined
Longitudinals	not examined	Freeing ports	good	Cables (State if now ranged and examined)	not ranged
Transverses	not examined	Steering Gear (Main and Auxiliary)	examined and found	" length (on board) mean diam.	--
Floors	not examined	Windlass examined and found	good	" Rule Length Size	--
Keelsons	not examined	Pumps " " "	not examined	Hawsers and Warps	sufficient
Stringers	not examined	W.T. Doors " " "	not examined	State if any Anchors or Chain Cable have	no
Inner Bottom Plating	not examined			now been supplied or retested, if so,	
Bulkheads	not examined			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? no See Below

S.R.L.: outstanding item: indented shellplates nrs. 5 and 6 in 2nd below and nr. 5 in 3rd below sheer (p.s.a.) considered still efficient. No repairs carried out now and item to remain unaltered.

REMARKS REPAIRS, ETC. (Contd.) New items: Sternframe (e.w. 3-60) to be specially examined at next drydocking.

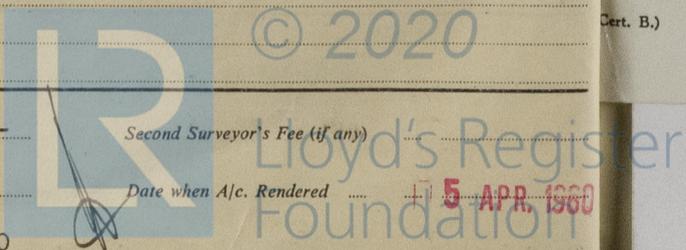
Indented shellplating nrs. 8, 9 and 10 in upperdecksheer and 1st below (p.s.a.) nrs. 6 in 1st and 2nd below sheer (s.s.f.), nrs. 8 and 9 in upperdeck sheer and 1st below (s.s.a.) and nr. 7 in 1st below sheer (s.s.a.) to be specially examined and dealt with as necessary at next S.S.

Survey Fee fl. 150.-- Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) fl. 15.50

Date when A/c. Rendered 5 APR. 1960



This Certificate... While it is to be understood that the Surveyor is not held responsible for other public or the Surveyor's Certificate (B.)