

Rpt. 8

Port. Alexandria

No. 5396

Date of writing Report 3.9.62

When handed in at Local Office

Received London

Survey held at Alexandria

No. of Visits Four

First Date 25.8 1962

Last Date 3.9 1962

## REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

56795

S.S.

on the Iron or Steel

CHEIK MARCEL

Tons gross 5285

Built at Bel

By Whom Workman, Clark &amp; Co. Ltd.

Year 1918 Month 9

Owners Phoebeus D. Kyrianeou

Owners' address P.O. Box 14883, Beirut, Lebanon.

Managers

Port of Registry Beirut

Surveyed Afloat or in Drydock afloat

Name of Dock

Date of last examn. in Drydock

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

Last Report: No.

Port

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 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.

dates and references to any letters relating to this Report Secretary's cable dated 24.8.62

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 not verified ins

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

MINATION AND REPAIRS AS PER RULE FOR General examination for postponement of Special Survey "D" due October 62, and repairs and condition of class.

DONE

Examined as far as practicable, all holds and bilges, tween decks, peaks, engine and boiler spaces, under boilers, superstructure bulkheads with their closing appliances, casings, ventilators, hatch ways and all closing appliances, masts, rigging, water tight door, steering gear, windlass and general equipment.

Examined internally as far as practicable: Fore and after peak tanks and Nos. 1,4&5 double bottom tanks. It is also stated that the periodical load line survey was carried out at Nice 18.5.62

PAIRS

1 Hold (1) Collision bulkhead: Port side crack noted in way of the stringer leading to the collision bulkhead.

Done

Longitudinal side stringer slotted, crack stopped, veed out and welded. Doubler plate 3" 9" x 1" fitted and welded in place. Side stringer welded to collision bulkhead and doubler. Collision bulkhead tested on completion and found good.

(2) 4th below sheer port side above the lowest side longitudinal stringer in way of the 5th frame spacing (counting from collision bulkhead) a cement chock was noted to one frame spacing by five feet long. There was cotton cargo in the hold, and it was not possible to carry any permanent repairs. The cement chock and the shell plating in way was examined and found efficient meantime. It is now recommended that the class be made subject to the shell plating in way of the 4th below sheer port side at No. 4&5 frames (counting from collision bulkhead) being specially examined and dealt with as found necessary by November 62,

4 Tween Deck Wastage noted in several spots. Doubler plates 1'x1'6" fitted and welded in way of No. 1,12,13,17 frames (counting from forward bulkhead) starboard. 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								

Is a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to No

Is 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 vessel as far as now seen is in an efficient condition and eligible in my opinion to remain as now classed without subject regarding repairs to wasted plate on the 4th below sheer in way of the boiler room starboard side, but subject to the shell plating in way of the 4th below sheer port side at No. 4&5 frames (counting from collision bulkhead) being specially examined and dealt with as found necessary by November 62, also subject to the conditions at present attached to the class being dealt with as previously recommended, so without subject regarding repairs to No. 4 plate on the 3rd below sheer port side in way of No. 5 hold.

M. DAWOOD

Surveyor to Lloyd's Register of Shipping

Minute of Committee

Minute

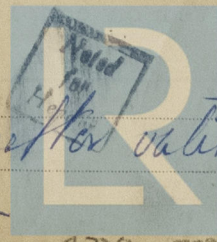
Attest

20th 10.61

(MADE AND PRINTED IN ENGLAND)

AURELIA

Free from 18 OCT 1962 until May 63 when to be drydocked  
Balance of year of free if the vessel is not drydocked  
Found or placed in order then  
R.L.T.



© 2020

Lloyd's Register Foundation

003328-003332-0152 1/2

5023/9



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Postponement of special SURVEY "D"

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	no	F.P. Tank	good	
Rudder lifted	no	A.P. "	good	
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams No. 1, 4, 5)	good	
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks	-	
Holds	yes	Deep Tanks	-	
Tween Decks	yes	Oil Fuel Bunkers and Settling Tanks	-	
Fore Peak Spaces	yes	Side Tanks	-	
After " "	yes	Wing Tanks	-	
Engine Space	yes	Other Tanks	-	
Boiler " "	yes	Cargo Tanks (Tankers)	-	
Under Engines and Boilers	yes			
Tunnel and Well	yes	Cofferdams	-	
Coal Bunkers		Pump Rooms	-	
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	no	
		Have Tanks been Retested as necessary after completion of any Repairs?	-	

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? -

Have the bilges been cleaned out and examined? yes

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -

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

Have the shell and deck plating been drilled as per Rule? - If so, report details in body of Report. -

Have any alterations to the approved scantlings and arrangements now been effected? - 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 <u>good</u>	Ceiling and Cargo Battens <u>-</u>	Sluice Valves examined and found <u>-</u>
" " in way of side scuttles <u>good</u>	Cement or Asphalt <u>-</u>	Air and Sounding Pipes <u>good</u>
Rudder and Sternframe <u>-</u>	Cargo and other Hatchways <u>good</u>	Doubling Plates under Sounding Pipes <u>-</u>
Decks <u>good</u>	Hatches and closing appliances <u>good</u>	Masts and Rigging examined and found <u>good</u>
Superstructures and their closing appliances <u>good</u>	Ventilators, their coamings and closing appliances <u>-</u>	Condition, how ascertained from deck (State if wedges removed) <u>-</u>
Coamings and Casings <u>good</u>	Companionways and Skylights <u>good</u>	Chain Locker <u>-</u>
Beams and Fastenings <u>good</u>	Shell Openings <u>-</u>	EQUIPMENT
Frames <u>good</u>	Ash Shoots <u>-</u>	Equipment Letter <u>-</u>
Reverse Frames <u>-</u>	Overboard Discharges and Scuppers <u>-</u>	Anchors, No. of <u>2</u> Condition <u>not exa</u>
Longitudinals <u>-</u>	Freeing ports <u>good</u>	Cables (State if now ranged and examined) <u>-</u>
Transverses <u>-</u>	Steering Gear (Main and Auxiliary) <u>good</u>	" length <u>-</u> mean diam. <u>-</u>
Floors <u>good</u>	examined and found <u>-</u>	" Rule Length <u>-</u> Size <u>-</u>
Keelsons <u>-</u>	Windlass examined and found <u>good</u>	Hawsers and Warps <u>-</u>
Stringers <u>good</u>	Pumps " " " <u>good</u>	State if any Anchors or Chain Cable have now been supplied or retested, if so complete Report 8(Eq) and attach. <u>-</u>
Inner Bottom Plating <u>good</u>	W.T. Doors " " " <u>good</u>	
Bulkheads and Tunnel <u>good</u>		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? yes See Below

REMARKS, REPAIRS, Etc. (Contd.) side also in way of last frame port side. The tween deck is considered efficient. Air pipe to No. 4 double bottom tank port side wasted above the tween deck part renewed of 4" iron pipe.

Main Deck  
Local wastage noted in way of the after peak tank top at the 2nd & 3rd deck beams. One doubler plate 1'x1'6" by 3/8" fitted and welded. The after peak tank was tested on completion and found good.

Superstructural Deck  
Local wastage noted in way of the 2nd in board strake at the bridge after end in way of ladder landing. Doubler plate 7'x4'x3/8" fitted over, welded at edges and through welding holes. Deck tested on completion and found good.

- Continued -

Survey Fee	60.000	Second Surveyor's Fee (if any)	
Condition of class	25.000	Date when A/c. Rendered	
Special Damage or Repair Fee (if any)	14.000		
D.S.	0.200		
Travelling Expenses (if chargeable)	55.000		

Pt. Cont. Sheet

Port of Alexandria

Continuation of Ship/Mchy. Report No. 5396

dated 3rd September 1962

on the S.S. "CHEIK MARCEL"

## Condition of Class

(i) (Bahrein cert. dated 1.8.62 & Suez cert. dated 20.8.62)  
(A) It is noted that No. 4 plate port side (counting from aft) on the 3rd below sheer (not 2nd below sheer as stated in the mentioned certificates) in way of No. 5 hold, corroded at three spots and the plate generally wasted over the full length i.e. nine frame spacings.

Now Done: A doubler plate 1/2" thick of tested steel fitted to cover the wasted plate riveted to the nine frames in way and welded at edges. Sheel plate lose tested on completion and found good.

(B) Local wastage noted on the 3rd below sheer starboard side in way of boiler room.  
Now Done: A doubler plate 1/2" thick of tested steel fitted to cover one frame spacing to the full width of strake welded at edges and to the plate under through welding holes. Repairs lose tested on completion and found good.

(ii) Karachi cert. dated 10.7.62 regarding supply of equipment the Master stated that it is understood that arrangements are being made by the owners to have two bowers and 15 faths. of chain cables supplied at a German port this month.

It is now recommended that this vessel be continued as now classed without subject regarding repairs to No. 4 plate on the 3rd below sheer port side in way of No. 5 hold also without subject regarding repairs to wasted plate on the 3rd below sheer in way of the boiler room starboard side but subject to other conditions at present attached to the class being dealt with as previously recommended.

This ship is now considered in an efficient condition meantime and it is submitted that the owners request for postponement of the Special Survey "D" due October 62, merits the favourable consideration of the committee for a maximum safe period of nine months.

M. DAWOOD