

Date of writing Report M 3-3-59 When handed in at Local Office 3-3-59 Received London
Survey held at BERRE No. of Visits ONE First Date AND 19 Last Date 19-2-1959

REPORT OF SHIP SURVEYS AND REPAIRS

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

S.S. "STAN LOCH"
on the Iron or Steel M.S. SUNDERLAND By Whom SIR J. LAINES & SONS LTD
STANHOPE S.S. CO LTD Owners' address (If not already in R.B.)
J.A. BILLMEIR & CO LTD Port of Registry LONDON
Afloat or in Drydock AFLOAT Name of Dock ETANG DE BERRE Date of last examn. in Drydock

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

reported in the terms of the Rules. The nature and extent of Examinations (any) must be stated in detail, the parts examined and their condition being stated. For Annual, Special or other Condition Surveys the Summary of Condition on the back of the Report is to be carefully completed and attached to the body of the Report. Outstanding items to complete the Survey must be stated at the end of the Report. The reasons for Repairs must be stated. Particulars of Damage (the alleged cause of which must be stated) should be separated from other causes, and, besides being detailed in the body of the Report, must be stated in the form below. When, at a Special Survey, the Shell and Deck are examined, the results must be reported on Report 8(Dr). Whenever Anchors or Chain are examined or retested the necessary particulars are to be given on Report 8(Eq) attached to this Report.

SHIP'S CLASS		Machinery
Date of Special and of Drydocking Surveys, etc.		
100A1 6.57	Carrying petroleum in bulk	ILMC CS 7.53
SS Ams 7.53		DBS 8.57
LAID UP SURVEYS OVERDUE 7.57		TSCL 6.57

References to any letters relating to this Report Class(S) M/2/59

Where the Surveyor has not made a special damage report he should state whether he has done so 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?

IN AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION AFLOAT FOR ISSUE OF CERTIFICATE COVERING VESSEL AS AN UNCLASSIFIED HULK IN TOW

DONE (Ship lying at anchor in Etang de Berre without power)

EXAMINED

Forepeak and After Peak tanks
CARGO TANKS Nos 1 Port & Starboard
Nos 3 & 4 Port & Starboard
Bulkhead, Porthole, bridge and hatch spaces.
Engine room spaces and bilges (steamed tight).
Side shell plating (P.S.) examined from boat.
The ship is considered efficient for the contemplated voyage to an Italian Port as an unclassified hulk in tow, drydocking not considered necessary.

Interim certificates forwarded to owner and master as per Sales cablegram of 20th February 1959.

CONTINUATION OVER OR SHEET 2

OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Not Faired or Repaired								
Repaired in place								

Has also been held on machinery of the Ship? No Is Classification Certificate required? If so, to be sent to No
Report sent now, or when will it be sent? Has Interim Certificate been issued? YES.

OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

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 Classified and to have record of drydocking 1.55"; or "to remain as Classified and to have record of drydocking and the notation of S.S. . . . 1.55".

This ship as now surveyed is eligible in my opinion to be considered efficient for a voyage from Berre to an Italian port as an unclassified hulk in tow, all towing arrangements not being the responsibility of this Society.

Surveyor to Lloyd's Register of Shipping

FRIDAY 13 MAR 1959
See minute on Caswall etc.

Noted for Header

