

Rpt. 8

WRECK SECTION

Port SINGAPORE

No. 13247

Date of writing Report 9. 5. 59.

When handed in at Local Office

Received London

Survey held at SINGAPORE

No. of Visits 3

No.

First Date 8. 4. 19 59

Last Date 25. 4. 19 59

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.

80949

on the Iron or Steel M.S.

" SUMMIT I "

No.

Tons gross 7875

Built at QUINCY, MASS

By Whom BETHLEHEM STEEL CO.

When 1941 - 9

Owners COMPANIA MARITIMA CENTRAL S.A.

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

Managers

Port of Registry MONROVIA

Surveyed Afloat or in Drydock Afloat

Name of Dock East Anchorage

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.

Table with columns: SHIP'S CLASS, Date of Special and of Drydocking Surveys, etc., Machinery. Rows include +100AL carrying petroleum in bulk, Dkg., SS.N. Yk., and Mch. aft.

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

No Damage

Freeboard as marked on ship and now verified 7 ft 0 1/4 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR

CONDITION (PLEASE SEE LONDON LETTER DATED 3.3.59).

Now Done :- Examined side shell plating (from launch), weatherdecks, hatchways with their closing and securing devices, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, engine and boiler room spaces, forward cargo hold, pumprooms, cargo tanks (as far as practicable), windlass and steering gear.

Although general wastage was evident in cargo tanks, pumprooms, and deck plating, vessel is considered efficient for proposed direct voyage to Keelung for breaking up.

Load Line and Safety Equipment Surveys also carried out.

Reports C.11 (b) and S.E. 2 attached.

CONTINUATION OVER

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

As a Survey also been held on machinery of the Ship? Yes
so, is the Report sent now, or when will it be sent? Now

Is Classification Certificate required? If so, to be sent to NO
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 tanker, so far as now surveyed, is eligible in my opinion to remain as classed without fresh record of survey until the end of May 1959. for proposed voyage to Keelung direct for breaking up purposes.

Handwritten notes: Await further information, 5/6/59

Signature of Surveyor

Surveyor to Lloyd's Register of Shipping

NOTED FOR FORWARDING

THURSDAY 18 JUN 1959

Deferred - awaiting further information

MBS 4.59

Noted for Header



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003611-003619-0114

TABLE 1

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		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks		
Holds		Oil Fuel Bunkers and Settling Tanks		
'Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler " "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				

Have the spaces now surveyed been cleared and cleaned as necessary?
 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?
 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: If so, Report 8(Dr) to be attached.
 Have the shell and deck plating been drilled as per Rule?
 Have any alterations to the approved scantlings and arrangements now been effected? If so, report details in body of Report.

TABLE 2

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

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found	
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes	
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes	
Decks	Hatches and closing appliances	Masts and Rigging examined and found	
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)	
Coamings and Casings	Companionways and Skylights	Chain Locker	
Beams and Fastenings	Shell Openings	EQUIPMENT	
Frames	Ash Shoots	Equipment Letter	
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of	Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)	
Transverses	Steering Gear (Main and Auxiliary) examined and found	" length (on board)	mean diam.
Floors	Windlass examined and found	" Rule Length	Size
Keelsons	Pumps " " "	Hawsers and Warps	
Stringers	W.T. Doors " " "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.)