

Rpt. 8.

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report August 30 1954 When handed in at Local Office 19 Port of NEW YORK

No. in Reg. Book 77760 Survey held at Hoboken Date, First Survey 12th April Last Survey 18th June 1954  
(No. of Visits 18)

on the Wood, Iron or Steel "SINCLAIR RUBILENE"

TONNAGE:— Built at Quincy, Mass. By whom Beth. Steel Co. S.B. Div. When 1941 9  
GROSS 7875 Owners Sinclair Refining Co. Inc. Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK. 6820 Managers Port belonging to Wilmington Del.  
NET 4430

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Hoboken Destined Voyage

Cell DBorDBa feet; uE&B  feet; f  feet } Particulars of Classification (which must be inserted  
total capacity  tons. FPT.  tons; APT  tons; MT  feet tons. } precisely as in Register Book & Supplements

Only alterations in the existing records of tanks should be inserted.  
N.B. All alterations in the existing records should be underlined.

Last Report, No. 10026 Port Del

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

yes, owners representative, not required Was a damage report made by anyone else? if so, by whom? Underwriters Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (C) and damage stated to have been caused by:

1. Grounding on Feb. 15th, 1953 in vicinity of Fuller Rock whilst on voyage from Providence, R.I. to New York, New York.
2. Striking No. 2 Dock, Marcus Hook, PA on June 25th, 1953 whilst on voyage from Providence, R.I. to Marcus Hook, PA.

NOW DONE FOR S.S.

Vessel placed on dry dock, shell plating, stern frame and rudder cleaned examined and coated.

Ship undocked. 11 JUNE

Examined holds, tween decks, fore and aft peak spaces, engine and boiler spaces, under engines and boilers, pump rooms, plating in way of sidelights and suction strums, decks, hatchways, covers, PTO

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed <u>Good</u>								
Removed and Faird or Repaired <u>Good</u>								
Faird or Repaired in place <u>Good</u>								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>good</u>	<u>good</u>	<u>good</u>	(State if on Felt.)
Caulking of Decks <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>	When fitted, Month <u></u> Year <u></u>
Coamings <u>good</u>	Cement <u>good</u>	Oil Bunkers <u>good</u>	Boats <u>good</u>
Beams & Fastenings <u>good</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>good</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>by exam.</u>
" " in way of sidelights <u>good</u>	Windlass <u>good</u>	Hatches <u>good</u>	(State if wedges removed.)
Frames <u>good</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking <u>good</u>	Equipment letter <u>3B</u>
Reverse Frames <u>good</u>	Have Sluice Valves been examined and found efficient? <u>yes</u>	Caulking <u>good</u>	Anchors, No. of <u>3B</u> IS.
Longitudinals <u>good</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails <u>good</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Breasthooks & Stems <u>good</u>	" length <u>300 fth</u> mean diam. <u>2 5/16</u>
Floors <u>good</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>good</u>	" Rule length <u>200 fth</u> size <u>2 7/16</u>
Keelsons <u>good</u>	Doubling Plates under Sounding Pipes <u>good</u>	Timbers of Frame at openings <u>good</u>	Chain Locker <u>good</u>
Stringers <u>good</u>		" " at other places <u>good</u>	Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating <u>good</u>		Stringers, Clamps & Shelves <u>good</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been examined internally? <u>yes</u>		Salting <u>good</u>	Sails <u>good</u>
Have the Tanks been tested? <u>yes</u>		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

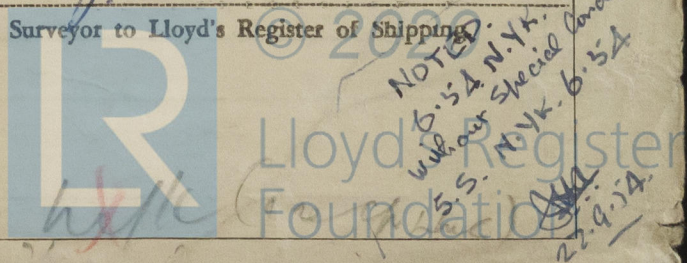
This vessel is in good condition and eligible in my opinion, to remain as classed with date of drydocking 6.54 N.Yk. and notation S.S. N.Yk. 6.54

Survey Fee (per Section 29) <u>S.S.</u> \$ <u>907</u>	Fees applied for, <u>Sept. 1954</u>
Damage <u>1</u> \$ <u>200</u>	Received by me, <u>19</u>
Special Damage or Repair Fee (if any) (per Sec. 29) <u>2</u> \$ <u>75</u>	
Travelling Expenses (if chargeable) <u>2</u> \$ <u>18</u>	
Second Surveyor's Fee (if any) <u>S.A.</u> \$ <u>18</u>	

Committee's Minute Deferred for comp. ms.

Character Assigned 6.54 N.Yk.

note: without condition Deferred for comp. + LMC.



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, when will it be sent?

62 1/4  
70 len

003611-003619-0126 1/2

Is Certificate required? If so, to be sent to



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

supports, battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, Ventilator coamings and covers, air and sounding pipes (Striking plates fitted) casings and boats.

Examined internally and tested - Fore and after peak tanks, oil fuel bunkers and settling tanks, deep tanks, all double bottom tanks, main cargo tanks and cofferdams.

All parts surveyed found or placed in good condition.

W. and T. Repairs Shell plates numbered from ford.

Minor fractures in rudder plating veed out and E.W.

Keel plates 4, 5 and 6 (part) renewed.

Shell plate C. 7 part renewed.

Upper 5 strakes of plating of longl. bulkhead (P&S) in No. 1 Cargo Tank and upper 4 in longl. bulkhead (P&S) in No. 7 cargo tank renewed with plates and stiffeners (originally corrugated bulkheads) in accordance with Todd Shipyard DR. No. 5456.2 attached.

Centreline deck girder in Nos. 1 and 7 cargo tanks renewed.

Deck longitudinals in Nos. 1 and 7 centre cargo tanks renewed.

2 deck longitudinals renewed in lack of the Nos. 1 and 7 wing tanks (P&S) and Nos.

2, 4, 5, and 6 centre and being (P&S) tanks.

The 2 uppermost shell longitudinals in each of the Nos. 1, 2, 4, 5, 6 and 7 wing cargo tanks (P&S) renewed.

Deck transverses in each of the Nos. 1 and 7 centre cargo tanks renewed.

"B" strake deck plate part renewed in way of Nos. 1 and 7 cargo tanks (P&S)

3 diaphragm plates cropped and part renewed in aft cofferdam, port starboard and centre

A few minor fractures in cargo tank bulkheads veed out and E.W. and reinforced as

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

#### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

\*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

#### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
5617	70 fms.	7/16 in.	1650 lbs.	1650 lbs.	3412				D1-LOK	Baldt Anchor chain and Forge Co.	8.7.53 PHL D.J.A.
Iron Stream Chain or Steel Wire -			53130	46910							

necessary with suitable doublers.

No. 1 (P&S) No. 2 (P&S&C) No. 3 (P&S) No. 4 (P&C) No. 5 (P) No. 6 (P&C) and No. 7 (P&S)

cargo tank hatch lids renewed.

A number of minor repairs also effected at this time.

Rpt. 9a.

Port of NEW YORK

"SINCLAIR RUBILENE"  
Continuation of Report No. 8—Page 2

dated August 30, 1954

on the

Repairs Damage (1) Plating numbered from ford.

Keel plates No. 2 renewed.

Bottom shell S.S.

Renewed "A" 4 "B" 9, 10 and 11 "C" 9

Part renewed A3 C10, 11, 12

Fair in place. "A" 2, 3, 7, 8 and 9

Bottom shell longls. faired in place as required.

Tanks tested in way of above repair and found satisfactory.

Repairs Damage (2) Plating numbered from ford.

Port Side

3rd strake below sheer No. 11 cropped and part renewed forward.

2nd strake below sheer No. 9 faired in place.

Wing plate of aft bulkhead No. 4 tank cropped and part renewed 3 shell longls. cropped and part renewed.

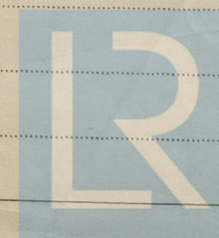
Congo tanks tested in way of above repairs and found satisfactory.

S.R.L. One length of cable approx. 5 fhm. fitted to each anchor length of chain cable

See Galv. Rpt. 5617. This item can now be deleted from s.r.l.

Note: This report has been held up pending the completion of the machinery survey which will receive attention when the vessel is commissioned. She is at present lying at the Todd Shipyard, Hoboken and the owners representative states that he is unable to give a date when the vessel will be placed in service again.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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