

Rpt. 8

REC'D NEW YORK

MAR 14 1960

Jacksonville, Florida

No. 2302

Date of writing Report March 9, 1960

When handed in at Local Office

Received London

Survey held at Jacksonville, Florida

No. of Visits 8

First Date Feb. 9 19 60

Last Date Feb. 24 19 60

REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

27480 on the Iron or Steel ~~MS~~ "RINCON HILLS"

Tons Gross 10635

Built at Sausalito

By whom Marineship Corp.

Year 1945 Month

Owners Shell Canadian Tankers, Ltd.

Owner's address (If not already in R.B.)

Managers

Port of Registry Montreal

Surveyed Afloat or in Drydock Both

Name of Dock Merrill-Stevens D.D. & R. Co.

Date of last examn. in Drydock Feb. 23 1960

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

Last Report: No. 6570 Port. *Sal*
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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
BS Oil Tanker	MBS
SS (dr) 12-56	ES 11-55
	MBS 2-59
	CL 12-56
	SPS 12-56

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. YES

Freeboard as marked on ship and now verified 9 ft. 2-3/4 ins.

Not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking Survey, Annual Load Line, part Special Survey and damages

alleged to have been sustained (A) on 8th April 1959 in consequence of vessel striking dock on completion of a passage to Nuevitas, Cuba, (B) on 26th September 1959 in consequence of vessel striking dock at Punta Cardon, Venezuela, and (C) in consequence of encountering heavy weather on 18th November 1959 while on a passage from Three Rivers, Canada to Texas City, Texas, also on 20th December 1959 while on a voyage from Puerto La Cruz to Portland.

NOW DONE:

(A) Port Side: Following plates set in at various locations: J-12, J-13, H-12, H-13 & G-12. Plates cropped and part renewed. Internals faired and part renewed.

(B) Stbd. Side: Shell plate G-9 and H-9 heavily set in. Shell web #61 longitudinals #6 & 7 in way buckled. Shell plate G-9 and H-9 renewed. Shell web and longitudinals part renewed.

(c) A number of bulkhead fractures and fractures of internals cut out and rewelded as found necessary.

Upon completion of repairs all work tested and proven tight.

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	2							2 longitudinals &
Removed and Faired or Repaired	5							1 shell web part
Faired or Repaired in place								renewed.

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

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

If so, 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, so far as now seen, is in good and efficient condition and eligible, in my opinion, to remain as now classed with fresh record of DS 2-60.

Wm. Moller
Surveyor to Lloyd's Register of Shipping

Date of Commitment

NEW YORK MAR 22 1960

Minute

DS 2.60
TS (CL) 2.60 MBS 2.60



8100-019200-0048
003659-003670-0048

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking, Load Line & part Special Survey

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

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? **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 re-coated as necessary? **YES**

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

Has a Load Line Survey been held? **YES** If so, state which **ANNUAL**

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. **F.P. & AP. TANKS, FORE DEEPS, ALL DOUBLE BOTTOM TANKS, CHAIN LOCKER, ANCHORS AND CHAIN CABLES**

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	—	Sluice Valves examined and found	—
" " in way of side scuttles	GOOD	Cement or Asphalt	—	Air and Sounding Pipes	GOOD
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD	Doubling Plates under Sounding Pipes	GOOD
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	FROM DECK (State if wedges removed)
Coamings and Casings	GOOD	Companionways and Skylights	GOOD	Chain Locker	GOOD
Beams and Fastenings	GOOD	Shell Openings	—	EQUIPMENT	
Frames	GOOD	Ash Shoots	—	Equipment Letter	—
Reverse Frames	GOOD	Overboard Discharges and Scuppers	GOOD	Anchors, No. of 3B, 1S Condition	GOOD
Longitudinals	GOOD	Freeing ports	—	Cables (State if now ranged and examined)	YES
Transverses	GOOD	Steering Gear (Main and Auxiliary)	—	" length 300 fthm mean diam. 2-1/4"	
Floor	GOOD	examined and found	GOOD	" Rule Length 300 fthm Size 2-5/16"	
Keelsons	GOOD	Windlass examined and found	GOOD	Hawsers and Warps	GOOD
Stringers	GOOD	Pumps " " "	GOOD	State if any Anchors or Chain Cable have	NO
Inner Bottom Plating	GOOD	W.T. Doors " " "	GOOD	now been supplied or retested, if so,	—
Bulkheads and Tunnel	GOOD			complete Report 8(Eq) and attach.	—

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **YES** See Below **Condition of Class: (Grdg.)**

Vessel specially examined in drydock and no damage noted to have been sustained in consequence of alleged ~~stranding~~ stranding on February 28, 1959 at Saint Lorenzo. Condition may now be deleted.

WEAR & TEAR REPAIRS: On account of internal pitting the Owners this time part renewed the following bottom shell plates: Port Side: A-7, C-7, B-8, A-8, B-9, C-9, B-10, A-10, B-11, B-13, A-13, A-14 & B-15. B-14 renewed in its entirety. Stbd. side: A-7, A-8, C-6, C-8, C-9, C-10, A-13, B-13, C-12 & A-14. A total of approx. 110,000 lbs. of bottom shell plating renewed.

PART SPECIAL SURVEY: The following items may, in my opinion, be credited towards the Special Survey due 12-60. **Fore & After Peak Tanks, Fore Deep Tanks, All Double Bottom Tanks, Cofferdams, Chain Locker, Anchors & Chain Cable.**

A number of various repairs of minor nature effected.

Survey Fee DS	\$90.00	Second Surveyor's Fee (if any)	
Part SS	125.00	Date when A/c. Rendered	Mar 9, 1960
Special Damage or Repair Fee (if any)	235.00		
Freeboard	80.00		
Travelling Expenses (if chargeable)	12.00		

