

20 AUG 1965

Ship's Name **MS "ALVA CAPE"** LR 501308

Gross tons **11252** Port of Registry **LONDON** Port **MALTA**

Date of build **9/53** Is there a Rpt. 9? **Yes** Rpt. No. **3400**

No. of visits **9** First date **23.7.65** Last date **6.8.65**

Interim Cert. issued **yes** Damage rpt. issued **No** Last rpt. (H.Q. only) **KRH 1118**

& copy herewith? **B.-210** & copy herewith? **No**

Date of completing rpt. **15.8.65** Surveyed at, if different from Port above **---**

Surveyed afloat and/or in D.D. **Both** Last date of examination in D.D. **2.8.65**

Has a Load Line Survey been held? **No** Summer freeboard as verified **Not verified**

24 AUG 1965

State which additional Rpt. 8 is attached: (Cont); (PS); (DN); (M); (R)

Survey fees **D.S. £18 - 15 - 0d** Damage fee **Expenses £3 - 15 - 0d**

W & T Repairs **£40 - 0 - 0d** S.A. fee **£6 - 5 - 0d**

I have surveyed the above-named ship in accordance with the Rules for **Docking Survey.**

Wear & Tear repairs :

Rudder The rudder was found to be bearing hard on the sternframe skeg. Examination showed that the stock had dropped through the upper clamp which was badly worn. The recess in the stock for the clamp was lightly machined and the upper edge was re-cut. The clamp was renewed. The re-cutting of the upper edge of the recess necessitated the fitting of a 1/4" thick liner below the clamp. Upon completion the alignment and clearances were checked and the rudder turned in dry dock with satisfactory results.

Anchors :

The crown pins of the port and starboard bower anchors were found to be excessively worn and necked and were renewed at this time.

Shell plating The lower side shell plating in way of the engine room was found to be fractured at the toe of a stringer end bracket p & s.

The end brackets were removed, the shell fractures veed out and welded, the brackets replaced and an efficient pad to the shell fitted. On completion the repairs were hosetested with satisfactory results.

Continued.....

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~without~~ fresh record of dry docking 8/65, subject to 135 fathoms of anchor chain cable (worn) being replaced to Rule Requirements at the earliest opportunity and to all other outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

W.N.C. McCulloch
W.N.C. McCulloch
 Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 29 NOV 1965

Minute

DHAK
 FOR CHAIRMAN
 CLASSN. CTTEE

DS 8.65 subject (h)
TS 8.65 without record (M)

17 ste TS + White MGT (h)

Write OWN (R)

ALSO FOR

SPL FOR

LEP
TRO

SRL

POSTING

HEADER

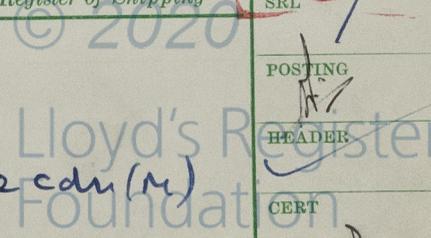
CERT

005056-005060-0076 1/2

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due



Note : It was noted that the keel and "A" strake p & s forward was slightly indented between floors, and it is submitted that this be recorded in the Appendix to the Special Reasons List, Category 2 (b).

Anchor chain cables :

Measurement of the anchor chain cable indicated that 9 - 15 fathom lengths were reduced to a mean diameter of 2 3/64". Of the remaining 13 - 15 fathom lengths,

- 8 were reduced to a mean diameter of 2 5/64",
- 4 were reduced to a mean diameter of 2 6/64,
- and 1 was reduced to a mean diameter of 2 8/64.

Replacement cable was not available at this time and it is recommended that 135 fathoms of anchor chain cable be replaced to Rule Requirements at the earliest opportunity.

The Owners' Representative was informed of the condition of the remaining 195 fathoms.

C.O. tank bulkheads :

Minor fractures in the transverse bulkhead between Nos. 1 and 2 centre tanks, and in the longitudinal bulkhead between No. 1 (p) and No. 2 (c) were satisfactorily dealt with.

Conditions of Class :

The Owners' Representative requested deferment of repairs to the outstanding conditions of class.

The indented shell plates K19, 20, L20 etc. (p.s. from aft) and the set in stem and stem plating were specially examined at this time and these are considered to remain efficient meantime. A hose test was carried out on the stem plating with satisfactory results. It is submitted that the Owners request receives the favourable consideration of the Committee and it is recommended that these conditions of class be retained in the S.R.L. as previously recommended.

Appendix

No repairs effected at this time to indented sheerstrake plates Nos. 5 & 6 (s.s. from aft). It is submitted that this item be presently retained in the Appendix.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Rpt. 8 (P.S.) TANKER

Ship's Name **MS "ALVA CAPE"** LR 501308

Port **MALTA**

D.S. () Due --

Rpt. No. **3400**

In dry dock from **24.7.65**

In dry dock to **2.8.65**

	<u>Examined & condition</u>	
Shell plating	Yes	good
Sternframe	Yes	good
Rudder	Yes	good
Was rudder lifted?	Yes	
Plating, etc. in way of shell openings	Yes	good
Side scuttles & deadlights		
Overbd. scuppers & discharges		
Hold		
F.P. spaces		
Chain locker		
A.P. spaces		
Engine space		
Boiler space		
Under E. & B. Cement, asphalt, etc., on btm. shell		
Weather decks		
* Casings	Yes	good
* Deckhouses	Yes	good
* Superstructures	Yes	good
* Skylights	Yes	good
* Companionways	Yes	good
* Hatchways	Yes	good
* Ventilators	Yes	good

	<u>Examined & condition</u>	
* Air & sounding pipes	Above deck—yes good	
Doublers under sounding pipes	N.E.	
Steering arrangements (main)	Yes good	
" " (aux)	Yes good	
Windlass	N.E.	
Masts & standing rigging	N.E.	
Hand pumps & suction	N.E.	
W.T. doors	---	
Bulwarks, freeing ports, etc.	N.E.	
Gangways	N.E.	

EQUIPMENT:

Equipment letter	g + 2 5/16" S.Q.
Anchor: No. on board	3B.
State if ranged	Ranged & examined.
Length on board	330 fathoms
Cables {	Mean dias. range from 2 5/64" to 2 7/32"
	Rule length 330 f. Dia. 2 5/16" (SQ)
Mooring ropes	Sufficient.
Other items:	---

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
		F.P. Tank		
		A.P. Tank		
		Deep Tank No. 1		
		" " No. 2		

For other tanks see overleaf

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS".

W.N.G. McCulloch
 Surveyor to Lloyd's Register of Shipping
 Foundation

EXAMINED & CONDITION					TANKS	TESTED & CONDITION					
Port	Port	Ctre.	Stbd.	Ctre.		Starboard	Port	Port	Ctre.	Stbd.	Ctre.
For W & T Reprs. G.	For W & T Reprs. G.					No. 1 Cargo tank					
	For W & T Reprs. G.					„ 2 „ „					For W & T Reprs. G.
						„ 3 „ „					
						„ 4 „ „					
						„ 5 „ „					
						„ 6 „ „					
						„ 7 „ „					
						„ 8 „ „					
						„ 9 „ „					
						„ 10 „ „					
						„ 11 „ „					
						„ 12 „ „					
						Pump room forward					
						„ „ amidships					
						„ „ aft					
						Cofferdams					
						Structure around cargo suction pipe struts					
						O.F. bunkers					
						Settling tanks					
						D.B. tanks					
						D.B. cofferdams					
						Other items					
						Corrosion control					
						Anodes					



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