

Rpt. 8

Port FALMOUTH

No. 13726

Date of writing Report 21st March, 1960

When handed in at Local Office 22nd March, 1960

Received London

Survey held at Falmouth

No. of Visits 2

First Date 14 March 1960

Last Date 15th March 1960

23 MAR 1960

REPORT OF SHIP SURVEYS AND REPAIRS

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

WRECK SECTION

No. in R.B. 28902
 S.S. "SAN SALVADOR"
 Built at Haverton Hill By Whom Furness SB & Co. Tons gross 10802
 Owners Eagle Oil & Shipping Co. Owners' address (If not already in R.B.)
 Managers Port of Registry London
 Surveyed Afloat or in Drydock Drydock Name of Dock No.4 Falmouth Docks Date of last examn. in Drydock 15/3/60

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

Last Report: No. 4968 Port Falmouth
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
*100 A1	*LMC-CS 3,59
Oil Tanker	M 3,59
2,59	d 3,59
ss. 3,59	sg 3,59
	TS(CL) 2,59

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. Freeboard as marked on ship and now verified ft - ins
Yes - not required. Was a damage report made by anyone else? If so, by whom? None

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & DAMAGE

The cause of the damage was stated to be unknown.

The indented shell plates F5 & 6, G6 & 7, H5 & 6 (ps from fwd), bolts in rivet holes in shell plates J4, H5,6,10 & 13 (ps from fwd), H6,7,9,11 & 13 (ss from fwd) and wastage in rudder horizontal coupling faces examined, the owners stated that the ship was to be laid up and requested that repairs be deferred until the next drydocking and before the ship resumes service, this in my opinion merited approval, no temporary repairs considered necessary.

The torn and buckled bilge keel bulb plate (p&s) forward, now removed.

Wear & Tear Repairs - The slack bolts in horizontal and vertical coupling of rudder made 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								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes
If so, is the Report sent now, or when will it be sent? Now
Is Classification Certificate required? If so, to be sent to -
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 ship so far as now seen is eligible to remain as classed and to have record of drydocking 2,60 subject to indented shell plates F5 & 6, G6 & 7, H5 & 6 etc. (ps from fwd) bolts in shell plates J4, H5,6,10 and 13 (ps from fwd) H6,7,9,11 & 13 (ss from fwd) being replaced by rivets and wastage in rudder coupling faces being examined and dealt with as necessary at the next drydocking and before the ship resumes service, also to stern frame at top (EW and reinforced 10,57) being examined at the next drydocking (Ship now Laid up).

SRL Appendix - Indented shell plates H4 (ps from aft) being dealt with at Owners convenience.

H. BERRY
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 19 APR 1960

Minute

552,60 Subject

W. F. (m)



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TABLE 1

DOCKING & DAMAGE

SURVEY

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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

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 cement in bottom been 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? NO

Has a Load Line Survey been held? _____ If so, state which _____

Have the shell and deck plating been drilled as per Rule? _____ If so, Report 8(Dr) to be attached _____

Have any alterations to the approved scantlings and arrangements now been effected? _____ 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.

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	not examd	Sluice Valves examined and found	not examd
" " in way of side scuttles	not examd	Cement or Asphalt	"	Air and Sounding Pipes	"
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	"
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	not examd	Companionways and Skylights	not examd	Chain Locker	not examd
Beams and Fastenings	"	Shell Openings	Good	EQUIPMENT	
Frames	part examd Good	Ash Shoots	not examd	Equipment Letter	gt 2.5/16" sq
Reverse Frames	not examd	Overboard Discharges and Scuppers	"	Anchors, No. of	3B.1S Condition not ranged
Longitudinals	"	Freeing ports	"	Cables (State if now ranged and examined)	"
Transverses	"	Steering Gear (Main and Auxiliary)	Good	" length (on board)	stated mean diam.
Floors	"	examined and found	"	" Rule Length	complete Size
Keelsons	"	Windlass examined and found	"	Hawsers and Warps	Good
Stringers	"	Pumps " " "	not examd	State if any Anchors or Chain Cable have	
Inner Bottom Plating	"	W.T. Doors " " "	"	now been supplied or retested, if so.	
Bulkheads and Tunnel	"			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, ETC. (Contd.) The sternframe at top (EW and reinforced 10,57) and indented shell plate H4 (ps from aft) examined and considered efficient.

