

Rpt. 8

Port Liverpool

No.

152839

Date of writing Report 12.10.59.

When handed in at Local Office

Received London

27 OCT 1959

Survey held at Birkenhead

No. of Visits 14

First Date 21.9. 1959

Last Date 10.10. 19 59

# REPORT OF SHIP SURVEYS AND REPAIRS

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

R.B.

04

on the No. 1000 Steel

"SAN CASTO"

Tons gross 2526

Sunderland

By Whom J.L. Thompson & Sons Ltd.

When 1928

Month 2

Eagle Oil Shipping Co. Ltd.

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

Port of Registry London

ed Afloat or in Drydock Dry Dock

Name of Dock Grayson's No. 6 Dry Dock

Date of last examn. in Drydock 10.10.59.

-Any alterations in existing particulars in the Register Book should be reported and underlined.

Report: No.

Port

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

ys must be reported in the terms of the Rules. The nature and extent of Examinations Repairs (if any) must be stated in detail, the parts examined and their condition being y indicated. For Annual, Special or other Condition Surveys the Summary of ination and Condition on the back of the Report is to be carefully completed and fied if necessary in the body of the Report. Outstanding items to complete the Survey d be summarised at the end of the Report. The reasons for Repairs must be stated. rs on account of Damage (the alleged cause of which must be stated) should be separated Repairs due to other causes, and, besides being detailed in the body of the Report, be summarised in the form below. When, at a Special Survey, the Shell and Deck is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) s to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*100A1	2,59	*LMC	7,56
SS. (Dr)	6,52	BS. M	9,58
	7,56	TS. CLp&s	9,58
oil tanker		s.p.s.	7,56

ND OF 2/28

age cases where the Surveyor has not made a special damage report he should state whether he offered

services for this purpose and to whom and why they were declined Offered,

Freeboard as marked on ship and now verified 1 ft 6 1/2 ins

but declined

Was a damage report made by anyone else? If so, by whom? Yes, Mr. Pearce, Underwriter's Surveyor.

INATION AND REPAIRS AS PER RULE FOR Annual Survey and Various Damages.

al Survey :-

for the parts now examined and found or placed in order see Tables 1 and 2.

irs, Wear and Tear:-

After Peak Tank - several scattered shell rivets in way of sternframe leaking - now satisfactorily caulked tight or elec.welded.

After Peak Tank top plating locally corroded (previously fitted cement box in way) - cement box removed, and corroded plating now fitted with elec. welded doubler - tank tested on completion and all found satisfactory.

(PS) sheer plate in 1st below counter sheerstrake locally corroded - renewed.

A few guard rails disconnected from their stanchions - now efficiently re-secured with elec. welding.

Forehold hatchway guard chain broken - renewed.

Poop house front steel door (SS) - lock jammed - lock now renewed.

age (1).

Stated to have been caused by contact with tug "Vanguard" at Old Kilpatrick on 7.12.58.

CONTINUATION OVER/OR SHEET 2

	Shell Plates	Frames	Web Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
MARY OF DAMAGE REPAIRS								
newed	8 & 4 (part)	11	3 (part)	-	-	2 & 2(part)	1&4(part)	Port bulkheads, brackets, guard rails etc.
removed and Faired or Repaired	12	7	5 (part)	1	-	2	-	
ired or Repaired in place	6	1	2	-	-	1	1	

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

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

is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

ERAL 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".

is ship, so far as now surveyed, is eligible in my opinion to remain as classed with record of Docking 0,59 without Special Conditions regarding indented forecastle sheer (SS) etc. but subject to sheerstrake ates Nos. 2 & 3 (psa) No. 7 (ps) from aft, and plate No. 8 (ps) from aft in strake first below sheer ing specially examined and dealt with as necessary by the next Special Survey.

J. Sutherst.  
Surveyor to Lloyd's Register of Shipping  
J. Sutherst.

LIVERPOOL 27 OCT 1959

DS 10.59 amended subject

MB 10.59

Noted for Header



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PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR.....Annual

SURVEY.

t. Cont<sup>n</sup>. Sheet 2

rt of Liverpool

Continuation of Ship/~~Mcty~~ Report No.

dated 12.10.59.

Items	Now Examined * YES NO or NONE	Tanks	Now Examined Internally *	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	No	No
Rudder lifted	"	A.P. "	"	Yes (for repairs)
Weather Decks, Superstructures and Casings	"	D.B. Tanks (indicate Oil Fuel and Cofferdams	"	No
Hatchways, Covers, closing and securing appliances	"	Fresh Water Tanks	"	"
Ventilator coamings, skylights, companionways and closing appliances	"	Deep Tanks	"	"
Holds	For'd Yes	Oil Fuel Bunkers and Settling Tanks	"	"
"	No	Side Tanks		
"	"	Wing Tanks		
"	"	Other Tanks		
"	"	Cargo Tanks (Tankers)	Part Yes, in way of repairs	Yes for repairs
"	"	Cofferdams (Air space)	Part - Yes in way of repairs	Yes for repairs
"	"	Pump Rooms		
"	"	Have Tanks now Examined been Cleaned as Necessary?		No
"	"	Have Struts in Cargo Tanks (of Tankers) been removed?		No
"	"	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 recoated 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 Survey

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.

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 exam'd	Sluice Valves examined and found	None
" " in way of side scuttles	Not exam'd	Cement or Asphalt	"	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exam'd
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained	from Deck
Coamings and Casings	"	" and closing appliances	"	(State if wedges removed)	
Beams and Fastenings	Not exam'd	Companionways and Skylights	"	Chain Locker	Not exam'd
Frames	"	Shell Openings	"	EQUIPMENT	
Reverse Frames	"	Ash Shoots	None	Equipment Letter	
Longitudinals	"	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B & 1S	Condition Not exam'd
Transverses	"	Freeing ports	"	Cables (State if now ranged and examined)	Not ranged
Floors	"	Steering Gear (Main and Auxiliary)	"	" length	mean diam. State
Keelsons	"	examined and found	"	(on board)	
Stringers	"	Windlass examined and found	"	" Rule Length	Size Com
Inner Bottom Plating	"	Pumps " " "	Not exam'd	Hawseers and Warps	Sufficient
Bulkheads and Tunnel	"	W.T. Doors " " "	Good	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? Yes See Below "Conditions of Class" & "Appendix to S.R."

REMARKS, REPAIRS, Etc. (Contd.)

*Survey Fee*      \$1000      \$1000      \$1000      \$1000      \$1000  
*Second Surveyor's Fee (if any)*

Special Damage or Repair Fee (if any) £90.6-0 Date when A/c Rendered

Travelling Expenses (if chargeable)..... £1-3-3

11,57. T. (MADE AND PRINTED IN ENGLAND)

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*J. A. Luchman*  
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27 OCT 1959

152839

on the S.S. ~~Victor~~ "SAN CASTO"Damage No. 4.

Stated to have been caused by contact with Canal bank in Manchester Ship Canal on 8.4.59.

(All (PS) forward in way of Hold).

Found and Now Done.Shell :- "F" strake plate No. 14 (PS) from aft buckled in for's section - cropped and for'd section renewed.

"F" strake plate No. 15 (PS) from aft heavily buckled - renewed.

"E" strake plate No. 10 (PS) from aft set in in forward section - cropped and for'd section renewed.

Internals:- (fore Hold).

2 ship's side longitudinals buckled, removed, faired and refitted.

3 shipside web frames buckled, 1 cropped and lower section renewed, 2 cropped and lower sections removed, faired and refitted.

Damage No. 5.

Stated to have been caused by contact with dock wall at Wiggs Works, Manchester Ship Canal, on 7.5.59. (PS) shell in way Forecastle forward).

Found and Now Done:-Shell:- "K" strake plates Nos. 6 & 7 (PS) from aft heavily indented - renewed (Forecastle sheerstrake).

"J" strake plate No. 7 (PS) from aft heavily indented and set in - renewed (1st below Forecastle sheer).

"J" strake plate No. 8 (PS) from aft set in - removed, faired and refitted.

"H" strake plate in way (PS) indented at upper seam, faired in place (Upper deck sheerstrake).

Forecastle Deck. (PS) Stringer plating buckled - 1 plate renewed, 1 plate cropped and part renewed, gunwale angle in way cropped and part renewed.

(PS) Forecastle deck beam ends buckled - 4 beams cropped and ends renewed and their knee connections removed, faired and refitted.

Internals :- (PS) ship's side frames buckled in upper sections - cropped and upper sections renewed.

(PS) Forecastle end bulkhead buckled at shell - cropped and wing section renewed.

Damage No. 6.

Stated to have been caused by contact with dolphin at Cork on 20.6.59 (SS) Shell.)

Found and Now Done :-

"H" strake plate No. 7 (SS) from aft indented - faired in place.

Damage No. 7.

Stated to have been caused by contact with "Margaret Wicks" at Heysham on 27.6.59.

(PS) stern counter plating etc.)

Found and Now Done :-Shell :- (PS) shell counter plates Nos. 3 & 4 from C.L. heavily indented and torn - renewed.Poop Deck:-(PS) stringer plating buckled in way of damage shell - 1 plate cropped and part renewed and 1 plate faired in place.

2 cant beams buckled - 1 renewed &amp; 1 faired in place, and their knee connections renewed.

Internals :- 3 ship's side frames buckled in their upper sections - cropped and upper sections renewed.



on the S.S./~~MS~~ "SAN CASTO"

Damage No. 8.

Stated to have been caused by contact with the lock wall at Eastham on 30.8.59 (SS) shell in way of Forecastle forward).

Found and Now Done.Shell :-

"K" strake plates Nos. 6 & 7 (SS) from aft set in - removed, faired and refitted. (Forecastle sheerstrake).

"J" strake plate No. 7 (SS) from aft indented - faired in place. (1st below Forecastle sheer).

"J" strake plate No. 8 (SS) from aft heavily set in - renewed.

"H" strake plate No. 14 (SS) from aft heavily set in - renewed (Upper deck sheerstrake).

"H" strake plate No. 15 (SS) from aft heavily indented in after section - cropped and after section renewed.

Forecastle Deck :- 1 stringer plate (SS) in way of shell damage buckled - renewed together with gunwale angle in way.

Internals :- 3 ship's side frames (SS) in way distorted - 2 cropped and part renewed, 1 faired in place, and 2 beam knees renewed.

Damage No. 9.

Stated to have been caused by contact (place and date unknown).

"G" strake plate No. 15 (PS) from aft set in - cropped and after damaged section renewed.

Note :- All repairs now carried out and completed in an efficient manner and are permanent.

All tanks in way of repairs have been tested on completion : repairs clear of tanks hose tested, all with satisfactory results.

Deferred Damage Repairs.Damage No. 10.

Stated to have been caused with dolphins at Eastham 7.5.59. (PS) Shell plating).

Found. "H" strake plate No. 7 (PS) from aft set in.

"G" strake plate No. 8 (PS) from aft set in.

No repairs to this item have been carried out at this time. The structure remains efficient meantime, but it has been recommended that it be further examined and dealt with as necessary by the next Special Survey (due 7/60).

Conditions of Class :-

(1) Indented Forecastle sheer etc. (SS) - now dealt with - see under Damage No. 8. It is submitted this condition may now be removed from the ship's class.

(2) Sheerstrake plates Nos. 2 & 3 etc (psa) have been specially examined and found to remain efficient meantime - nothing done now. It is submitted this item be re-examined at the next Special Survey (due 7/60).

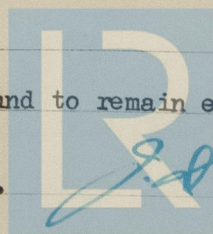
Appendix to the S.R.L.

(1) Indented side shell plating P & S - these indents have now been dealt with under the various damage headings and it is therefore submitted this item may be removed from the Appendix.

(2) Stern plating slightly buckled - now dealt with under Damage No. 7. It is therefore submitted this item may be removed from the Appendix.

(3) Stem bar set over - this item has been specially examined and found to remain efficient - nothing done this time.

An Annual Load Line Survey has been carried out concurrently.



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