

Rpt. 8

WRECK  
SECTION

Port SINGAPORE

No. 12562

Date of writing Report 1. 4. 58.

When handed in at Local Office

Received London

Survey held at SINGAPORE

No. of Visits 5

First Date 13. 2. 19 58.

Last Date 11. 3. 19 58.

## REPORT OF SHIP SURVEYS AND REPAIRS

WRECK  
SECTION

No. in R.B.

26710

on the Iron or Steel

"SAIDTA"

Built at SCHIEDAM

By Whom ROTTERDAMSCH E. D. D. MAATS.

Owners N. V. PETROLEUM MAATS "LA CORONA"

Managers SHELL TANKERS N. V.

Port of Registry THE HAGUE

Surveyed Afloat or in Drydock

Name of Dock

Date of last exam. in Drydock 2. 3. 58.

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

Last Report No. 12304

Port

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 (Dr) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100AL for service in the		+LMC	12, 54
East Indian Archipelago		MBS	3, 57
Carrying petroleum in bulk.		TSCL	p 7, 56
Dkg.	3, 57	s	7, 56N
SS. Sng.	12, 54	Sps.	12, 54
Mchy. aft.		OF10, 39	

Where the Surveyor has not made a special damage report he should state whether he offered for this purpose, and to whom and why they were declined.

No Damage.

Freeboard as marked on ship and now verified

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

INATION AND REPAIRS AS PER RULE FOR

Sinking &amp; Pre-Special Survey.

Chairs St. I. - Reelster. - Dashed top & bottom plates part scrapped & renewed. Horn finitly bushes renewed.

Shells. - Existing hull doublers (and from aft) extended over wasted area to left butt of adjacent hull plate.

Approximately 200 wasted rivets in way of No. 4 (ps) Gargo Tanks renewed.

Dashed bottom shell king plates in way of Nos. 4/5/6. Gargo Tank transverse bulkheads (ps) renewed.

Bulkheads. - Several fractures in the Nos. 2, 4, 7, & 8 (ps) and No. 1 (ss) longitudinal bulkheads cut out, welded and doubled.

In accordance with Circular 2106, vessel generally examined throughout in company with the Owner's Representative, vessel completely drilled and recorded on Drawings attached.

CONTINUATION OVER/OR SHEET 2

PRIMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fitted or Repaired								
Repaired or Repaired in place								

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.

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 1.35"; and the notation of S.S. ... 1.35.

This ship, as far as now surveyed, is eligible in my opinion to remain as classed with fresh record of 25. 3. 58.

A. L. J. J. J.

Surveyor to Lloyd's Register of Shipping

THURSDAY 17 JUL 1958

DS 3. 58 Subject (m)

Bolt TS 2. 58

MBS 3. 58

THURSDAY 28 JAN 1960

Delete "Surveys completed"

Class suspended 1. 60

"Surveys opened 12. 58"



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

*Boeing - Re. Special*

SURVEY

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

Have the spaces now surveyed been cleared and cleaned as necessary?

*yes.*

Have the close ceiling and cargo battens, bolings, pipe casings, etc., been removed and replaced as required by the Rules?

Has cement in bottom been examined?

Have the bilges been cleaned out and examined?

*yes.*

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?

Has a Lead Line Survey been held?

*No.*

If so, state which

Have the shell and deck plating been drilled as per Rule?

*yes.**(See drawings)*

If so, Report 3(a) 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 &amp; 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	<i>Good.</i>	Ceiling and Cargo Battens	<i>-</i>	Sluice Valves examined and found	<i>-</i>
" " in way of side scuttles	<i>Good.</i>	Cement or Asphalt	<i>-</i>	Air and Sounding Pipes	<i>2.</i>
Rudder and Sternframe	<i>Good.</i>	Cargo and other Hatchways	<i>Good.</i>	Doubling Plates under Sounding Pipes	<i>2.</i>
Decks	<i>Good.</i>	Hatches and closing appliances	<i>Good.</i>	Masts and Rigging examined and found	<i>2.</i>
Superstructures and their closing appliances	<i>Good.</i>	Ventilators, their coamings and closing appliances	<i>Good.</i>	Condition, how ascertained (State if wedges removed)	<i>from below</i>
Coamings and Casings	<i>Good.</i>	Companionways and Skylights	<i>Good.</i>	Chain Locker	<i>Not examined</i>
Beams and Fastenings	<i>Good.</i>	Shell Openings	<i>Good.</i>	EQUIPMENT	
Frames	<i>Good.</i>	Ash Shoots	<i>Good.</i>	Equipment Letter	<i>et.</i>
Reverse Frames	<i>Good.</i>	Overboard Discharges and Scuppers	<i>Good.</i>	Anchors, No. of	<i>3B.</i>
Longitudinals	<i>Good.</i>	Freshing ports	<i>Good.</i>	Cables (State if now ranged and examined)	<i>No.</i>
Transverses	<i>Good.</i>	Steering Gear (Main and Auxiliary)	<i>In good order.</i>	" length (on board)	<i>18.15.</i>
Floors	<i>Good.</i>	examined and found	<i>In good order.</i>	" Rule Length	<i>18.15.</i>
Keelsoas	<i>Good.</i>	Windlass examined and found	<i>In good order.</i>	Bowlers and Warps	<i>Sufficient</i>
Stringers	<i>Good.</i>	Pumps	<i>Not examined.</i>	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 9(Eq) and attach.	<i>No.</i>
Inner Bottom Plating	<i>Good.</i>	W.T. Doors	<i>Not examined.</i>		
Bulkheads and Tunnel	<i>Good.</i>				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.)

*Endorsement (11). - Indents in shell plating spaces examined and no repairs considered necessary at this time.*

Survey Fee

*Boeing**\$150.*

Special Damage or Repair Fee (if any)

*\$600.*

Travelling Expenses (if chartered)

*\$100.*

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