

DISCLOSED SECTION
Rpt. 8
25 JUL 1960

DISCLOSED SECTION

Port Rio de Janeiro

No. 7617

Date of writing Report 13th. June, 1960

When handed in at Local Office 13th. June, 1960

Received London

Survey held at Rio de Janeiro

No. of Visits 31

First Date 22nd. May 19 59

Last Date 20th. May 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. 23161 on the ~~Steel~~ S.S. "NAVEN HEMBURY" Tons gross 1974
 Built at Newcastle-on-Tyne By Whom Wm. Dobson & Co. When 1915
 Owners Navegação Mercantil S.A. Owners' address (If not already in R.B.)
 Managers Port of Registry Rio de Janeiro
 Surveyed Afloat or in Drydock Drydock Name of Dock Dique Lameyer. Date of last examn. in Drydock 1:5:60

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

Last Report: No. 7258 Port Rio
To be filled in at Head Office.

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

DISCLOSED SECTION
No. 669

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
100A1	LMC 3/56
Classed 6/47	MBS 3/59
(Dr) 6/47	DBS 5/57
SS 3/56	TS CL 3/56
Docking 4/57	SPS 3/56

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
 Freeboard as marked on ship and now verified 1594 mm
 Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, SPECIAL SURVEY (D)... Ship 45 years old, and OIL FUEL CONVERSION.

REPAIRS W. & T.

SHELL-PLATING, ETC. (Numbers from forward).

p.s. Shell-plates D.2 (part) & D.2 (part) renewed.
 s.s. Shell-plates E.1, E.3 (part), F.1 & G.5, also C.1 renewed.
 A number of shell-frames, p. & s., cropped and part renewed in way.

DECK-PLATING, ETC.

Bulwark plating, p. & s., together with stiffeners, renewed in aft well.
 The Forecastle Deck plating renewed complete.
 p.s. Deck-plates (numbers from Forecastle Bulkhead) A.1 (outer strake), A.2, A.3, A.6, A.8, B.1 (adjacent inner strake), B.2 & B.8 renewed.
 Deck-plates (numbered from Poop Front) A.1, A.2, A.3, B.1, B.2 & B.3 renewed.
 s.s. Deck-plates (numbered from Poop Front) A.2, A.3, A.4, A.5, B.1, B.2, B.3, B.4 & C.2 renewed together with centre strake no's 2 & 3 plates.
 Deck-plates (numbers from Forecastle Bulkhead) A.1, A.2, A.3, B.1, B.2, B.3, B.5 & D.3 renewed.
 The No's 1 & 2 hatchway side coamings, p. & s., together with their stiffeners renewed complete.

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 Yes, Rio (2)
 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, as now seen, is in good condition and eligible, in my opinion to remain as classed with fresh record of S.S. 5,60 (Dr.), Docking Date of 5,60, and to have the Notation of O.F. 5,60 (Fitted for burning oil fuel).

E. Howey
 Surveyor to Lloyd's Register of Shipping
 E. Howey.

Date of Committee
 Minute

TUESDAY 13 SEP 1960
 SS 5,60, without spl. edu. (M)
 SS (SR) 5,60, ES 5,60
 IS 5,60, MBS 5,60, DBS 5,60
 SPS 5,60, OF 5,60

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR	SPECIAL SURVEY	
	Now Examined	Now Examined Internally
Items	YES NO or NONE	Tanks
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank
Rudder lifted	Yes	A.P. "
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)
Hatchways, Covers, closing and securing appliances	Yes	No.1 ballast or O.F.
Ventilator coamings, skylights, companionways and closing appliances	Yes	No.2 O.F.
Holds	Yes	Fresh Water Tanks
'Tween Decks	Yes	Deep Tanks (F.W.)
Fore Peak Spaces	Yes	Oil Fuel Bunkers and Settling Tanks
After "	Yes	Side Tanks
Engine Space	Yes	Wing Tanks
Boiler "	Yes	Deck Tanks
Under Engines and Boilers	Yes	Cargo Bunks (Cofferdams)
Tunnel and Well	Yes	Cofferdams (fitted Frms.170-171 fwd.)
COFFERDAMS	Yes	COFFERDAMS
Chain Locker	Yes	COFFERDAMS
Other Spaces	Yes	COFFERDAMS
		Have Tanks now Examined been Cleaned as Necessary? Yes
		COFFERDAMS
		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? Yes, (Cargo battens fitted)

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? Yes

Has a Load Line Survey been held? Yes If so, state which Renewed.

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

Have any alterations to the approved scantlings and arrangements now been effected? O.F. Conversion If so, report details in body of Report. Yes.

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	Good
" " in way of side scuttles	Good	Cement or Asphalt	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good
Decks	Good	Hatches and closing appliances	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	All good
Coamings and Casings	Good	Companionways and Skylights	Good
Beams and Fastenings	Good	Shell Openings	NONE
Frames	Good	Ash Shoots	NONE
FRAMES		Overboard Discharges and Scuppers	Good
FRAMES		Freeing ports	Good
Floors	Good	Steering Gear (Main and Auxiliary) examined and found	Good
Keelsons	Good	Windlass examined and found	Good
Stringers	Good	Pumps " " "	Good
Inner Bottom Plating	Good	W.T. Doors " " "	Good
Bulkheads and Tunnel	Good		

REMARKS, REPAIRS, Etc. (Contd.) 'Tween Deck plating inner strakes, p. & s., in way of original coal bunker now renewed.

The No's 1 & 2 double bottom tank-top plating & connections renewed. (Frms. 89 to 171)

All floors and connections to tank-top now renewed in No.2 double bottom tank.

GENERAL. All ceiling and linings renewed and cargo battens fitted throughout cargo spaces.

All wood hatch covers renewed together with tarpaulins, and cleats and battening arrangements placed in good order.

Other sundry minor W. & T. repairs carried out as required.

OIL FUEL CONVERSION.

Closed cofferdam fitted between frms. 170 & 171 forward and fitted with suction line (continued)

Survey Fee S.S. £ 169,000,00

O.F. CONVERSION 40,000,00

FBD. 16,000,00

Travelling Expenses (if chargeable) 8,000,00

Second Surveyor's Fee (if any) —

Date when Alc. Rendered 13th June, 1960.

Rpt. No. 8.

Port of Rio de Janeiro

Continuation of Report No. 7617

dated 13th. June, 1960.

on the 13 JUL 1960

"NAVEM HEMBURY".

OIL FUEL CONVERSION (continued).

and air pipe to Upper Deck as per Rule. (Gauze wire fitted to goose-neck).

The existing side coal bunkers gutted out, and necessary repairs and arrangements fitted for Oil Fuel Burning as per Approved plans, Secretary's letters and Rule Requirements. The Side Bunkers hatchway openings permanently closed in decks efficiently, and Boiler Room forward bulkhead to Cross Bunker Space also permanently and efficiently closed.

Rpt. C.11(a). continued, issued respecting alterations, copy attached.

Submitted that ship may be assigned the Notation of O.F.5,60.

E. Hawley

SHIP'S NAME "NAVEM HEMBURY" DATE OF DRILLING Jan-March, 1960.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

STRAKE	POSITION	Letter	FRM. 63 AMIDSHIPS				FRM. 105 FORWARD				AFT				REMARKS			
			Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.
Bridge Sheerstrake		K	.68	.62	.62	.06	.06	.68	.62	.62	.06	.06						
Bridge Strake below																		
Sheerstrake	...	J	*1.00	.90	.85	.10	.15	1.00	.90	.90	.10	.10						In F & A Wells)
1st Strake below		H	*1.00	.90	.90	.10	.10	1.00	.95	.85	.05	.15						"
2nd " "		G	.66	.62	.60	.04	.06	.66	.62	.62	.04	.04						
3rd " "		F	.66	.62	.59	.04	.05	.66	.62	.62	.04	.04						
4th " "		E	.62	.55	.55	.07	.07	.62	.56	.58	.06	.04						
5th " "		D	.62	.55	.55	.07	.07	.62	.55	.55	.07	.07						
6th " "		C	.62	.50	.60	.10	.02	.62	.50	.55	.12	.07						
7th " "		B	.64	.58	.55	.06	.09	.64	.60	.60	.04	.04						
8th " "		A	.64	.56	.56	.06	.06	.64	.58	.55	.06	.09						
9th " "		Keel	.98	1.00	-	-	-											
10th " "																		
11th " "																		
12th " "																		

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE	POSITION	Letter	FORWARD TANK				AFTER TANK				REMARKS	
			Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling			Diminution if any
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake	...											
1st Strake below												
2nd " "												
3rd " "												
4th " "												
5th " "												
6th " "												
7th " "												
8th " "												
9th " "												
10th " "												
11th " "												
12th " "												

E. Hawley
Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.
STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	POSITION	Letter	FRM. 105 FORWARD				FRM. 63 AFT				REMARKS	
			Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling			Diminution if any
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.
UPPER DECK												
Stringer Plate60	.60	.60	-	-	.60	.50	.54	.10	.06
1st Strake Inboard		A	.44	.38	.38	.06	.06	.44	.38	.38	.06	.06
2nd " "		B	.40	.38	.38	.02	.02	.40	.38	.38	.02	.02
3rd " "		C	.40	.38	.38	.06	.06	.40	.35	.35	.05	.05
4th " "		Centre	.40	.50	-	-	-	.40	.50	-	-	-
5th BRIDGE DECK								(At FRM. 66)				
6th STRINGER54	.50	.50	.04	.04
Remaining								.38	.38	.38	-	-

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.