

Rpt. 8

Date of writing Report 3rd December 1958 When handed in at Local Office 17/12/58 Received London 9 FEB 59
Survey held at Baltimore, Md. No. of Visits 7 First Date 8th Nov. 1958 Last Date 20th Nov. 58

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. 52726 on the Iron or Steel ^{SS} "CARIBBEAN TRADER" (ex. "Atlawill") Tons Gross 2861
Built at Lauzon By whom G.T. Davie & Sons, Ltd. When 1943 5
Owners Plymouth Navigation Company Owner's address (If not already in R.B.)
Managers Port of Registry MONROVIA
Surveyed Afloat or in Drydock Both Name of Dock Md. Shipbuilding & Drydock Co. Date of last examn. in Drydock 18th Nov. 1958

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

{ Last Report: No. 2137 Port. Jck.
{ 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	
*100A1			*LMC	
DS		10-57	ES	10-55
SS	(Jck)	10-56	MBS	10-57
			TS (CL)	9-56
			Sps.	10-56

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. not required. Freeboard as marked on ship and now verified 4 ft. 6 ins.
Was a damage report made by anyone else? If so, by whom? Salvage Association

EXAMINATION AND REPAIRS AS PER RULE FOR Docking Survey and Damage:

Stated to have been sustained:

- (1) Whilst berthing at Yonkers Refining & Sugar Co. Pier, New York on 15th February, 1958.
- (2) Whilst berthing at Newport News, 26th August, 1958.

Now done on Account of Damage: -

- (1) Indent on bulwark plate (p.s.) in way of No. 4 hatch examined and found efficient.
- (2) Indents on stern plating examined and found efficient.

The proposal of the Owner's Representative to defer repairs to the next drydocking merits the favorable consideration of the Committee.

Wear and Tear Repairs Effected: - Rudder lifted, sheg bushing renewed, locking pintle sent to machine shop and taper built up by welding and refitted. On completion of repairs, rudder satisfactorily swung hard over to hard over.

In the bilges (p&s) in forward and after holds, the bilge strake and tank margin plating just above the margin angle found locally corroded and holed. Welded doublers now fitted where necessary on the margin plating and seven local outside doublers fitted on bilge plates E1, 10, 11; D9, 10, 11 p.s. and D11 ss. numbered from forward. A number deteriorated rivets renewed or welded as necessary. After repairs, double bottom tanks Nos. 1, 2, 5 & 6 tested and shell satisfactorily hose tested.

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 Is Classification Certificate required? If so, to be sent to -
If so, 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 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel, being now so far as seen in efficient condition, appears worthy to remain, as classed *100A1 with record of D.S., Bal. 11-58 subject to indented stern plating and indented bulwark plate (p.s.) in way of No. 4 hatch being specially examined and dealt with as necessary at next drydocking.

D. H. McKean
Surveyor to Lloyd's Register of Shipping

Date of Committee NEW YORK JAN 21 1959

Minute DS. 11.58. Bal. Subject
(m) defence for Comp. MBS

Noted for Header

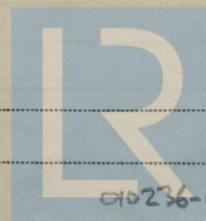


TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED

Items	Now Examined YES NO or NONE	SURVEY		
		Docking 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	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		No. 1, 5, 6 - Yes No. 2 (oil) - Yes
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No
Hold		Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks	No	Side Tanks	-	-
Fore Peak Spaces	No	Wing Tanks	-	-
After " "	No	Other Tanks	-	-
Engine Space	No	Cargo Tanks (Tankers)	-	-
Boiler "	No	Cofferdams	-	-
Under Engines and Boilers	No	Pump Rooms	-	-
Tunnel and Well	No	Have Tanks now Examined been Cleaned as Necessary? -		
Coal Bunkers	None	Have Strums in Cargo Tanks (of Tankers) been removed? -		
Chain Locker	No	Have Tanks been Retested as necessary after completion of any Repairs? Yes.		
Other Spaces	-			

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 Renewal

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 <u>good</u>	Ceiling and Cargo Battens <u>-</u>	Sluice Valves examined and found <u>-</u>	
" " in way of side scuttles <u>good</u>	Cement or Asphalt <u>-</u>	Air and Sounding Pipes <u>good</u>	
Rudder and Sternframe <u>good</u>	Cargo and other Hatchways <u>good</u>	Doubling Plates under Sounding Pipes <u>-</u>	
Decks <u>good</u>	Hatches and closing appliances <u>good</u>	Masts and Rigging examined and found <u>good</u>	
Superstructures and their closing appliances <u>good</u>	Ventilators, their coamings <u>good</u>	Condition, how ascertained <u>from deck</u>	
Coamings and Casings <u>good</u>	and closing appliances <u>good</u>	(State if wedges removed)	
Beams and Fastenings <u>-</u>	Companionways and Skylights <u>good</u>	Chain Locker <u>-</u>	
Frames <u>-</u>	Shell Openings <u>good</u>	EQUIPMENT	
Reverse Frames <u>-</u>	Ash Shoots <u>-</u>	Equipment Letter <u>u</u>	
Longitudinals <u>-</u>	Overboard Discharges and Scuppers <u>good</u>	Anchors, No. of <u>3BLS</u> Condition <u>No</u>	
Transverses <u>-</u>	Freeing ports <u>-</u>	Cables (State if now ranged and examined)	
Floors <u>-</u>	Steering Gear (Main and Auxiliary) <u>good</u>	" length <u>stated</u> mean diam. <u>-</u>	
Keelsons <u>-</u>	examined and found <u>good</u>	" (on board) Rule Length <u>complete</u> Size <u>-</u>	
Stringers <u>-</u>	Windlass examined and found <u>good</u>	Hawsers and Warps <u>sufficient</u>	
Inner Bottom Plating <u>-</u>	Pumps " " " <u>-</u>	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel <u>-</u>	W.T. Doors " " " <u>good</u>	now been supplied or retested, if so, <u>-</u>	
		complete Report 8 (Eq) and attach. <u>-</u>	

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

REMARKS, REPAIRS, Etc. (Contd.) One hundred and forty (140) hatch covers and four (4) tarpaulins renewed.

A number of minor items dealt with.

S.R.L. No. 164: - Cement box removed from No. 4 double bottom tank & shell plates in way examined.

Approximately 8 loose rivets welded and caulked. No fracture found. Doublers fitted on bilge strake No. 1 hold (p.s.), (see report.)

Survey Fee D.D. \$40.00

Special Damage or Repair Fee (if any) \$200.00

Travelling Expenses (if chargeable) \$20.00

Sun. \$22.00

5.00

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Second Surveyor's Fee (if any)

Date when A/c Rendered

18/12/58

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