

Rpt. 8

WRECK
SECTION

28 MAR 1961

Grimsby

No.

28676

29. MAR. 1961

Date of writing Report 25/3/61

No. When handed in at Local Office

Received London

Survey held at Immingham

No. of Visits 9

First Date 27/2/61

Last Date 17/3/61

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.

63058

on the Iron or Steel M.S.

"GUDVEIG"

Tons gross 4124

Built at Gotaverken

By Whom A/B Gotaverken

When 1932

Owners D/S A/S Gudvin

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

Managers H. Gjerpen

Port of Registry Oslo

Surveyed Afloat or in Drydock Afloat

Name of Dock Immingham

Date of last examn. in Drydock

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

Last Report: No. 117497
To be filled in at Head Office.

Port Nwe.

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

+ 100A1 (with freeboard)

+ LMC CS 2/59

Dr 1/58

DBS 4/60

S/S 3/59

TSCL 2/59

DS 5/60

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 Yes Owners'

Freeboard as marked on ship and now verified - ft - ins

representative stated not required

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

Yes Underwriter Surveyor

EXAMINATION AND REPAIRS AS PER RULE FOR Damage and subsequent General Examination for towage as a hulk. Damage alleged sustained through fire originating in engine room on the 24th February, 1961, on passage from Casablanca to Immingham with cargo of phosphate rock.

Now done damage: Preliminary survey afloat after fire was extinguished and machinery space pumped out revealed shell plating, in way of machinery and adjacent spaces, in main sheer, 1st, 2nd and 3rd strakes below are buckled and distorted and require renewal approximately 20 (P.S) 20 (S.S) together with frames, deck beams, brackets etc.

Boat, upper, and shelterdeck plating, beams etc. 4 Samson posts, (P & S) accommodation and gally all to renew. A further examination will be necessary in dry dock to complete recommendations.

Port anchor and cable stated lost in course of initial fire fighting operations and subsequent towage to Immingham. The Owners' local representative indicated that no further action was contemplated until the Owners' views regarding further service of the vessel was determined. Now done for General Examination:- At the request of Owners' local representative, decks, casings, coamings, and weather deck closing appliances were later re-examined and placed in an efficient condition for the purpose of the vessel being towed as a hulk from Immingham direct to Rotterdam for the purpose of breaking up.

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 Faird or Repaired								
Faird 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

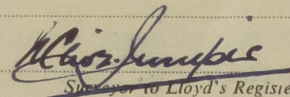
Has Interim Certificate been issued?

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".

"For the information of the Committee"


Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 25 APR 1961

Minute

40m, 3,58 T.



© 2020

Lloyd's Register
Foundation

002743-002749-0216

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage & General Examination SURVEY

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

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

If so, Report 8(Dr) to be attached

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

If so, report details in body of Report.

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

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 Above W.L. efficient	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes Above dk. efficient
Rudder and Sternframe Above W.L. efficient	Cargo and other Hatchways Efficient	Doubling Plates under Sounding Pipes
Decks efficient	Hatches and closing appliances Efficient	Masts and Rigging examined and found efficient
Superstructures and their closing appliances Efficient	Ventilators, their coamings Efficient	Condition, how ascertained from deck
Coamings and Casings Efficient	and closing appliances Efficient	(State if wedges removed)
Beams and Fastenings Part exmd. efficient	Companionways and Skylights Efficient	Chain Locker
Frames Part exmd. efficient	Shell Openings	EQUIPMENT
Reverse Frames Not exmd.	Ash Shoots	Equipment Letter
Longitudinals	Overboard Discharges and Scuppers Efficient	Anchor, No. of 2B Condition good
Transverses	Freeing ports Good	Cables (State if now ranged and examined) No
Floors	Steering Gear (Main and Auxiliary) Efficient	" length (on board) stated mean diam.
Keelsons	examined and found Efficient	" Rule Length 135 fms. Size (S.S.) 2 3/16"
Stringers	Windlass examined and found Efficient	Hawsers and Warps
Inner Bottom Plating	Pumps Portable: supplied by salvage tug.	State if any Anchors or Chain Cable have now been supplied or retested, if so, No
Bulkheads and Tunnel Part exmd. efficient	Tunnel Efficient	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.)

N.B. It is understood the vessel has now been sold to Messrs. N.V. Holland, Hendrik, Ido. Ambacht for that purpose.

Openings to machinery spaces, skylights etc. efficiently closed with suitable timber, bolted in position. Tunnel water tight door closed. Ship side inlet and discharge connections closed or efficiently plugged as necessary, and in my opinion, the vessel is in an efficient condition for the purpose of proceeding from Immingham to Rotterdam as a hulk in tow.

Oslo & Rotterdam Surveyors informed accordingly.

N.B. Load Line Certificate & copy dated 5.2.59 also copies dated 17.2.53 & 10.12.32 returned herewith

No copy of Rept. C11 on board.

Survey Fee General examination £10.10.0

Special Damage (if any) £21.0.0

Travelling Expenses (if chargeable) £2.5.6.

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Lloyd's Register
Foundation
28 MAR 1961