

Rpt. 8

WRECK SECTION

Port Gdansk

No. H 372

Date of writing Report 24/3/60

When handed in at Local Office

Received London

APR 1960

Survey held at Gdynia

No. of Visits 4

First Date 10-2-19 60

Last Date 17-2-19 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. 14350 on the Iron or Steel ~~SS~~ "HILDEGAARD" Tons gross 2467

Built at Stockton By Whom Richardson Duck & Co. Owners' address (If not already in R.B.) Marlehamn

Managers Lundqvist Rederierna Port of Registry Coaling Quay & Dutch Quay Date of last examn. in Drydock -

Surveyed Afloat or in Drydock Afloat Name of Dock Coaling Quay & Dutch Quay

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined. Last Report: No. 7260 To be filled in at Head Office.

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		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+ 100 A.1.	9/59	+ L.M.C.	5/57
S.S.	5/57	M.B.S.	2/59
S.S. (D.B.)	3/53	TS.C.I.	9/59
		S.P.S.	5/57

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. Yes—Owners. Freeboard as marked on ship and now verified - ft - ins Underwriter Surveyor. Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE. Stated to have been caused by fire while vessel lay alongside the Coaling Quay, Gdynia, Poland, on 10th February, 1960.

FOUND;-

- Shell, S.S., in Way of Engineers store, aft end E.R., buckled over two plates. After bulkhead of S.S. coal bunkers badly buckled.
- S.S. Wing of bulkhead, between E.R. and No.3 hold, badly buckled.
- Upper Deck in Bridge space S.S., buckled considerably along with girder along E.R. Casing opening in way.
- E.R. casing P. & S. slightly buckled.
- Cabins on Bridge Deck abreast casing P. & S. burned out, Boat Deck Wood decking over burned and scorched.
- Steam Dynamo & radar generator damaged
- Electric Wiring Upper part of Engine Room destroyed.
- Main Engine and steering engine blackened and scorched by fire.

NOTE;- Permanent Repairs recommended after opening up of parts of the Main and Aux^y Engines and coal removed from the S.S. bunkers.

CONTINUATION OVER/ON SHEET XX

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? If so, is the Report sent now, or when will it be sent? Is Classification Certificate required? If so, to be sent to Has Interim Certificate been issued?

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.

J. B. Taylor & G. Mansson Surveyors to Lloyd's Register of Shipping G.B.T. G.M.

FRIDAY 29 APR 1960

See minute on Casually report

Noted for Header



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TABLE 1

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

Has steelwork had rust removed and afterwards been recoated as necessary? No.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -

Has a Load Line Survey been held? No. If so, state which No.

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	damaged	Ceiling and Cargo Battens	not exd	Sluice Valves examined and found	not exd
" " in way of side scuttles	not exd	Cement or Asphalt	" "	Air and Sounding Pipes	" "
Rudder and Sternframe	" "	Cargo and other Hatchways	" "	Doubling Plates under Sounding Pipes	" "
Decks (Bridge space)	damaged	Hatches and closing appliances	" "	Masts and Rigging examined and found	" "
Superstructures and their closing appliances	Efficient	Ventilators, their coamings and closing appliances	" "	Condition, how ascertained (State if wedges removed)	-
Coamings and Casings	(Part) damaged	Companionways and Skylights	(E.R.) efficient	Chain Locker	not exd
Beams and Fastenings	" "	Shell Openings	not exd	EQUIPMENT	
Frames	(") efficient	Ash Shoots	" "	Equipment Letter	-
Reverse Frames	not exd	Overboard Discharges and Scuppers	" "	Anchors, No. of	- Condition not exd.
Longitudinals	" "	Freeing ports	" "	Cables (State if now ranged and examined)	No
Transverses	" "	Steering Gear (Main and Auxiliary)	examined and found	" length	- mean diam. -
Floors	" "	examined and found	Slightly damaged	" Rule Length	- Size -
Keelsons	" "	Windlass examined and found	not exd	Hawsers and Warps	not exd.
Stringers (Shell in E.R.)	S.S. Dam.	Pumps	" "	State if any Anchors or Chain Cable have	-
Inner Bottom Plating	not exd.	W.T. Doors	" "	now been supplied or retested, if so,	
Bulkheads and Tunnel	(Part) damaged			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None. See Below

REMARKS, REPAIRS, Etc. (Contd.)

CONCLUSION :-

After receiving tenders for repairs the Owners finally decided to scrap vessel consequently she was towed from Gdynia on the 20th March on route for Odense, Denmark where she is to be broken up. (See copy of letter to Owners attached)

Survey Fee £ 25-0-0-

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) £ 5. --

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