

Rpt. 8 /NK

Port NEWCASTLE-ON-TYNE

No. 117563

Date of writing Report 2.12.60

When handed in at Local Office 13 DEC 1960

Received London

First Date 11.11.19 60

Last Date 1.12.19 60

Survey held at Blyth

No. of Visits

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.

57623

S.S.

on the Iron or Steel

"CORFERRY"

Tons gross 1788

Year 1937 Month 11

Built at Burntisland

By Whom Burntisland S.B. Co.Ltd.

Owners Wm. Cory & Son Ltd.

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

Managers

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock Blyth DD & SB Co.Ltd.

Date of last examn. in Drydock 30.11.60.

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

Last Report: No. 117112
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	* LMC
SS 11.58	ES 11.58
DS 5.60	M 10.59
	TSCL 5.60
	sps 7.54

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 6 ft 1 ins

Underwriter Surveyor

not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE AND DOCKING

Damage stated to have been caused by collision with 'SANDPIPER' in River Thames on the 15th November, 1960, situated on starboard shell.

Repairs for Damage

Shell (plates numbered from aft)

Renewed

Starboard D6,7 (part) 8 (Part) F6,7 (5)

Removed, faired and replaced

E6,7,8, F58, G6,7,8 (8)

Faired in place

D8,9,E5,9,F9,G9 (6)

3 Deck stringer plates with stringer angle in way removed, faired and replaced.

1 bulwark plate in way renewed

3 bulwark plates in way removed, faired and replaced.

11 bulwark stays removed, faired and replaced.

Coal Bunkers

Forward bulkhead cropped - part renewed

1 main frame removed faired and replaced

No.4 Hold

8 main frames renewed

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	5	18	-	-	-	3	20	2 bulkhead plates cropped, renewed, 1 bulwark plate renewed.
Removed and Faired or Repaired	8	9	-	-	-	-	-	3 bulwark plates removed, faired & part replaced.
Faired or Repaired in place	6	-	-	-	-	-	-	

Has a Survey also been held on machinery of the Ship?

Yes

Is Classification Certificate required? If so, to be sent to

No

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 ship, so far as now seen, is eligible in our opinion to remain as now classed and to have record of drydocking 11.60 subject to keel plates No.2,3,4 & 6 from aft being examined and dealt with as necessary by next Special Survey.

DS 11.60

Subj. + app. as before
J. J. J.
29/12/60H.B. McQueen H. Pollock
Surveyor to Lloyd's Register of Shipping
H.B. McQUEEN. H. POLLOCK

Date of Committee

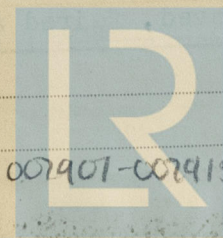
TUESDAY 17 JAN 1961

Minute

DS 11.60 Subject

MBS 12.60

SPS 12.60

Noted
for
Minister

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		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	Yes	F.P. Tank	-	-
Rudder lifted	No	A.P. "	No.3 DB Stbd.	No.3 DB stbd.
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks		
Holds	No.3 & 4 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		Have Tanks now Examined been Cleaned as Necessary?	Yes	
Coal Bunkers		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
Chain Locker		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? Yes

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? Annual

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

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	Good	Ceiling and Cargo Battens	-	Sluice Valves examined and found	-
" " in way of side scuttles	Not exd	Cement or Asphalt	Good No.3 DB Stbd.	Air and Sounding Pipes	above deck Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	"	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	"	and closing appliances	"	Chain Locker	Not exd
Beams and Fastenings	Good No.3 & 4 Holds	Companionways and Skylights	"	EQUIPMENT	
Frames	"	Shell Openings	-	Equipment Letter	9
Reverse Frames	-	Ash Shoots	Good	Anchors, No. of	3B 1S Condition Not exd
Longitudinals	-	Overboard Discharges and Scuppers	"	Cables (State if now ranged and examined)	Not ranged
Transverses	-	Freeing ports	"	" length (on board) mean diam.	Stated
Floors	Good No.3 DB Stbd.	Steering Gear (Main and Auxiliary)	"	" Rule Length	complete Size
Keelsons	"	examined and found	"	Hawsers and Warps	Efficient
Stringers	Not exd	Windlass examined and found	"	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Good No.3 & 4 Holds	Pumps	"	now been supplied or retested, if so,	
Bulkheads and Tunnel	"	W.T. Doors	Good	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.) 3 main frames removed, faired and replaced
9 deck beams removed, faired and replaced
9 beam knees removed, faired and replaced
2 deep beams renewed
Forward bulkhead cropped and renewed

No.3 Hold

10 main frames renewed
6 main frames removed, faired and replaced
11 deck beams removed, faired and replaced
8 beam knees removed, faired and replaced.

Survey Fee
 Special Damage or Repair Fee (if any) £37.16. 0.
 Travelling Expenses (if chargeable) 11. 3.

Late attendance £4. 4. 0.
 Second Surveyor's Fee (if any)
 Date when A/c. Rendered 14 DEC 1960

SHEET NO.2

16 DEC 1960

Rpt. Cont. Sheet

Port of NEWCASTLE-ON-TYNE,Continuation of Ship/Mech. Report No. 117563dated 13 DEC 1960on the S.S. M.S. "CORFERRY"

2 deep knees removed, faired and replaced.

No.3 D.B. tank starboard water tested and starboard shell in way of engine room, coal bunkers and No.3 & 4 Holds hose tested and proved satisfactory.
 Deck in way of Nos. 3 & 4 Holds starboard and bulkheads in No.4 Hold water tested and proved satisfactory.

Wear & Tear Repairs Minor voyage repairs effected.

S.R. List "Keel plates No.2,3,4 & 6 from aft" were specially examined at this time and found to remain efficient.

S.R.L. Appendix Minor indents in side shell plates (p & s) were specially examined and found to remain efficient.

Subm



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