

Rpt. 8

Port Liverpool

No.

155103

Date of writing Report 17.9.60.

When handed in at Local Office

Received London

Survey held at Birkenhead

No. of Visits 4

First Date 12.9.1960.

Last Date 16.9.1960.

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

57124

S.S.

on the ~~Iron~~ Steel ~~MS~~ "CLAN ALPINE"

Tons gross 7103

Year 1942

Month 4

Built at Sunderland

By Whom J.L. Thompson &amp; Sons Ltd.

When 1942

Owners The Clan Line Steamers Ltd.

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

Managers Cayzer, Irvine &amp; Co. Ltd.

Port of Registry London

Surveyed Afloat or in Drydock Afloat Name of Dock Vittoria Dock, Birkenhead.

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. 143342 To be filled in at Head Office.

Port LON

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 early 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 could 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, could 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 Gls. 8.9.60.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*100A1	3,60	ELMC	2,56
SS	2,56	BS	M 3,60
		TS	CL 3,58
with freeboard		S.p.s.	3,58

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 - ft - ins

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

## EXAMINATION AND REPAIRS AS PER RULE FOR Repairs :-

The (p.s.) amidships deep tank was internally examined and the shell seam rivets, also butts in top of "C" strake were found to have their heads heavily corroded (see Vizagopalan Report 8, No. 495). The cement box previously fitted at the forward end of the tank in way of the defective butt has been partially removed. The shell butt and seam in way of this cement box were examined externally, and it was ascertained that the butt overlap had sprung slightly. 3 side frames between the deep tank top and shell stringer were found buckled and their general condition fairly poor.

Temporary repairs have now been carried out by elec. welding the sight edges of the sprung butt and seam sections of shell plating, and also all rivets in way.

The shell frames have been reinforced by the fitting of a horizontal girder 18" x 3" with 6" x 3" face plate, fitted at mid height of buckling of frames and extending continuous between bulkheads. This girder is welded to shell, frames bracketed at ends to transverse bulkhead stiffeners, and fitted with tripping brackets between frames and girder.

The corroded rivets in "C" upper seam have been eased in strong cement box full length of tank and the original cement butt refitted after fitting girder. Tank tested on completion and repairs found sound and tight.

The (s.s.) deep tank was also examined at this time and found to be in better condition - no repairs considered necessary at this time.

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								

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

No

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

No

so, is the Report sent now, or when will it be sent?

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 surveyed, is eligible in my opinion to remain as classed without record of docking, subject to temporary repairs to shell rivets and frames in (p.s.) deep tank (repaired Liverpool 9.60) being specially examined and dealt with as necessary before the ship's departure from Hong Kong to which port she is now bound, and to all other conditions at present attached to the ship's class being dealt with as previously recommended.

J.D. Sutherland  
Surveyor to Lloyd's Register of Shipping  
J.D. Sutherland.

LIVERPOOL

27 SEP 1960

Deferred for SS by 261.

(amended subject)



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Lloyd's Register  
Foundation

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED

## SURVEY

Have the spaces now surveyed been cleaned 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 steelwork had rust removed and afterwards been recoated as necessary?.....

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

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

Have the shell and deck plating been drilled as per Rule?..... If so, Report 8(Dr) to be attached.....

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

The present condition of the following parts in so far as examined is to be reported:—

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

REMARKS, REPAIRS, Etc. (Contd.) It was stated these tanks would be kept full of water during the voyage. Temporary repairs have been carried out to comply with the Owners' request to sail the ship on one more voyage:- i.e. U.K. - E. Pakistan - Hong Kong, at which latter port it was stated the ship would be broken up.

The ship's class has been made conditional to further examination at Hong Kong in case of a change in the Owners' present intention.

Survey confined to the foregoing.

Survey Fee £21-0-0

Special Damage or Repair Fee (if any) £1-0-0

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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20 SEP 1960