

Rpt. 8

Port MIDDLESBROUGH

No. 221424

Date of writing Report 10.2.1961

When handed in at Local Office

Received London

Survey held at Southbank

No. of Visits 7

First Date 28.1.1961

Last Date 3.2.1961

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.

90575

S.S.

on the Iron or Steel M.S. "KLIPBOK"

Tons gross 7280

Year Month

When 1944

1

Built at Newcastle

By Whom Swan Hunter & Wigham Richardson

Owners Springbok Shipping Co.

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

Managers

Port of Registry London

Surveyed Afloat or in Drydock

Both

Name of Dock Smiths Dock, Southbank, British

Date of last examn. in Drydock 31.1.1961

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.
Railway Docks & Teesport Jetty.

Last Report: No.

Port

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.

Give dates and references to any letters relating to this Report Class(H) 23.9.60

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

Machinery

+100 A1 5.60

+LMC 10.56

SS 10.56

MBS 12.59

TSCLp 5.60

S 5.59

SPS 8.58

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

Offered

Freeboard as marked on ship and now verified ft. ins

Not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING AND GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY DUE 10.60 UNTIL 10.61 as authorised by London letter Ref. Class(H) dated 23rd September, 1960 and DAMAGE.

Wear and tear Repairs:-

Minor fractures in rudder side plates cut out and EW seam caulking in way of fore peak overhauled.

"A" strake plates (p&s) in way of stem cut back and EW

Rudder bottom pintle hardened up.

Minor voyage repairs effected.

Damage (1)

Stated due to a hatch beam falling on No.2 DB tank top whilst ranging hatch beams in British Railway Docks, Middlesbrough on the 2nd February, 1961.

Found:- Tank top (ps) slightly indented. Tank pressure tested and found tight in way. Indent of a minor nature and not considered necessary to be noted as an Endorsement B. End of hatch beam buckled. Released and faired.

Damage (2)

Cause and date unknown.

Whilst testing No.2 DB tank on account of damage (1) leakage noted from fracture in welded butt (ps fwd).

CONTINUATION OVER/QR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	-	-	-	-	-	-	-	Temporary Repairs to tank top (see Report)
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

NO

If 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 vessel, so far as now seen, is in our opinion in good condition and eligible to remain as classed with fresh record of DS 1.61 subject to shell riveting in way of port bunker being examined and dealt with and to permanent repairs to No.2 DB tank top (psf) (fracture) by the Special Survey.

W. J. Thompson
Surveyor to Lloyd's Register of Shipping

TUESDAY 14 MAR 1961

Date of Committee

Minute

50m.4.59

(MADE AND PRINTED IN ENGLAND)

With 1000 m. SS
MBS 1.61

MBS 1.61

002970-002977-0137 1/2

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Lloyd's Register
Foundation

Low 23/1

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking, General Examination & Damage 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	YES	7
Rudder lifted	NO	A.P. "	YES	
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No. 4 (p. 8) FW ER Cofferdams	
Hatchways, Covers, closing and securing appliances	YES			
Ventilator coamings, skylights, companionways and closing appliances	YES			
	YES	Fresh Water Tanks		
Holds		Deep Tanks		
	YES	Oil Fuel Bunkers and Settling Tanks		NO
"Tween Decks		Side Tanks	NO	
	NO	Wing Tanks		
Fore Peak Spaces	NO	Other Tanks		
After " "	YES			
Engine Space	YES	Cargo Tanks (Tankers)		
Boiler "	YES			
Under Engines and Boilers		Cofferdams		
	NO	Pump Rooms		
Tunnel and Well	NONE			
Coal Bunkers	NO			
Chain Locker	-			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	YES	
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	YES	

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 cement in bottom been 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? NONE

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

Have the shell and deck plating been drilled as per Rule? Not required 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	GOOD	Sluice Valves examined and found	NONE
" " in way of side scuttles	Not examined	Cement or Asphalt	GOOD	Air and Sounding Pipes	GOOD
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD	Doubling Plates under Sounding Pipes	GOOD
Decks	GOOD	Hatches and closing appliances	GOOD	Masts and Rigging examined and found	GOOD
Superstructures and their closing appliances	GOOD	Ventilators, their coamings	GOOD	Condition, how ascertained	From deck
Coamings and Casings	GOOD	and closing appliances	GOOD	(State if wedges removed)	
Beams and Fastenings	GOOD	Companionways and Skylights	GOOD	Chain Locker	Not examined
Frames	GOOD	Shell Openings	GOOD	EQUIPMENT	
Reverse Frames	GOOD	Ash Shoots	NONE	Equipment Letter	C + 2/4
Longitudinals	NONE	Overboard Discharges and Scuppers	GOOD	Anchors, No. of	3 B Condition Not examined
Transverses	NONE	Freeing ports	NONE	Cables (State if now ranged and examined)	NO
Floors	GOOD	Steering Gear (Main and Auxiliary)	GOOD	" length	Stated mean diam.
Keelsons	GOOD	examined and found	GOOD	(on board)	
Stringers	GOOD	Windlass examined and found	GOOD	" Rule Length	Size Complete
Inner Bottom Plating	GOOD	Pumps " " " Not examined		Hawsers and Warps	Sufficient
Bulkheads and Tunnel	GOOD	W.T. Doors " " "		State if any Anchors or Chain Cable have	
				now been supplied or retested, if so	NO
				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.) Temporary repairs:— Studded doubling plate now fitted over fracture and tank retested and found tight.

It is recommended that permanent repairs be effected by the Special Survey, same being considered efficient meantime.

Condition of Class:— Subject to shell riveting in way of port bunker being examined and dealt with by the Special Survey.

Examined found to continue efficient and not dealt with.

SRL Appendix:— All items examined found to continue efficient and not dealt with.

From the General Examination now carried out the vessel being found in good condition it is submitted (continued)

Survey Fee General Exam. £35.0.0.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £6.6.0.

Date when A/c. Rendered

Travelling Expenses (if chargeable)

Rpt. 9a- Cont. Sheet

Port of MIDDLESBROUGH

Continuation of Ship/Mov. Report No. 22142

Continuation of Report No.

dated 10th February, 1961

on the

on the S.S./M.S. "KLIPBOK"

the Owners request for postponement of Special Survey until 10.61 merits the favourable consideration of the Committee.

The double bottom tanks forward and abaft of machinery spaces contained oil fuel.

15.



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