

Rpt. 8

WRECK  
SECTION

DUBLIN

Date of writing Report 17.12.60

17.12.60.

Port

No. 19925960

Survey held at DUNDALK

When handed in at Local Office

Received London

No. of Visits

1

First Date

&amp;

Last Date

16.12. 19 60.

## 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. 58898

on the XXX for Steel M.S.

"DOWNSHIRE"

Tons gross 398

Built at

Bwg.

By Whom

Scott &amp; Sons.

When 1925

Month I

Owners

East Downshire S.S.Co. Ltd.

Owners' address

(If not already in R.B.)

Belfast

Managers

Port of Registry

Surveyed Afloat or in Drydock

Yes

Name of Dock

Dundalk Harbour

Date of last examn. in Drydock

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

Last Report: No.

16849

Port

Bel

To be filed in a 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.

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

Machinery

+100A1

+IMC

Docking

9-60

Engines 10-57

SS.

(Dr)

6-49

BS M 9-60

10-57

TS(CL) 11-59

sps 10-57

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 - not required

Flagboard as marked on ship and now verified ft ins

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

Underwriters' Surveyor  
Mr. Knight.EXAMINATION AND REPAIRS AS PER RULE FOR GROUNDING.

Interim Certificate issued on account of vessel stated to have grounded in the river at Dundalk on the 7th to 16th December, 1960.

## NOW DONE :-

Soundings of fore peak and after peak taken at intervals and no leakage noted.

Holds examined, ceiling lifted in various places in Nos. 1 &amp; 2 holds and no leakage noted and no cement broken.

Steering gear tried under working conditions and all found satisfactory.

Examined under engines and boiler as far as practicable and found satisfactory.

It was recommended that the bottom and rudder be specially examined at the next drydocking.

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
Removed								
Replaced and Painted or Repaired								
Painted or Repainted in place								

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

No

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

No

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

-

Has Interim Certificate been issued?

Yes

## GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

Show 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 good and efficient condition and eligible, in my opinion, to remain as now classed, subject to the bottom and rudder being specially examined at the next drydocking.

S.R.L.APPENDIX :- No.1 keel plate seam from forward (port side) indented. Side shell (port side) indented.

L. H. Waggott  
Surveyor to Lloyd's Register of Shipping

TUESDAY - 3 JAN 1961

Deferred for dry docking

Date of Committee

Minute

30m.5.55



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Lloyd's Register  
Foundation

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