

Rpt. 6

SECTION

Port 4 BELFAST

No. 17184

Date of writing Report 24-8-62 When handed in at Local Office 24-8-62 Received London
Survey at BELFAST No. of Visits 8 First Date 19-6-1962 Last Date 24-8-1962

13 SEP 1962

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. 53403 on the ~~Super~~ Steel S.S. "BALLYKERN"
Built at ABERDEEN By Whom J LEWIS & SONS LTD Tons gross 846
Year 1932 Month 11
Owners JOHN KELLY LTD Owners' address (If not already in R.B.)
Managers E. W. P. KING Port of Registry BELFAST
Surveyed Afloat or in Drydock BOTH Name of Dock Harland & Wolff Ltd. - Hamilton Dock Date of last examn. in Drydock 27-6-62

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

Last Report: No. 17014 Port BEL
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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC 8,58
Last SS 8,58(Dr)	M 8,61
Last DS 8,61	CL 8,60
	Steam pipe 8,58

Give dates and references to any letters relating to this Report. London letter dated 9-3-62, ref. R.

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. Freeboard as marked on ship and now verified 4 ft 5 3/4 ins
Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING and GENERAL EXAMINATION FOR POSPONEMENT OF SPECIAL SURVEY (due 8, 62 ~ ship 30 years old)

1st. Repairs Now Done.

- Rudder 1 in number plank of wood sheathing (ss) renewed
- Fore Peak Tank Approx 30 loose rivets (general internally) renewed
- After Peak Tank 1 in number fractured shell frame rec'd out and electrically welded onto 1 1/2" long doubling fitted on standing flange, in way of fracture.
- Loose rivets in all Beam knees renewed.
- Loose rivets in 3 bottom frame bracket connections renewed
- N^o 1 & 2 Holds 94 shell frames (approx 80% of total in holds) doubled in way of cement chocks. Some extended from approx 18" above barge bracket to sufficient below to catch two rivets in barge bracket.
- Coal Bunker 9rd. W.T. Bhd ~ 1 in number wing plate renewed (ps)
8 in number stiffeners cropped & part renewed

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? 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? 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 my opinion to remain as classed with fresh record of docking 6, 62, subject to do set up shell plates "A3 & B1" (ssf) being specially examined and dealt with as necessary at next special survey, also to the remaining outstanding conditions of class being specially examined and dealt with as necessary at next special survey.

R. Brewer
Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY - 4 OCT 1962
Minute DS. 6.62 Subject Postponement of SS until 8.63 approved)
W. J. (pp.)
50m, 4, 59 (MADE AND PRINTED IN ENGLAND)

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

GENERAL EXAMINATION.

SURVEY

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

Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? -

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? -

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

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

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

REMARKS, REPAIRS, Etc. (Contd.)

Coal Bunker (cont)
 7 in number wing plate (ss) stiffened with intermediate stiffener, 4 x 1/2 in between shell side and 1st stiffener in board.
 3 in number channel ties between W.T. Bhd & Screen Bhd, renewed.
 Screen Bulkhead ~ Plating doubled locally in 3 places.
 1 in number stiffener cropped and part renewed.
Engine Room Loose rivets in heads of pillars renewed.
Hatches 1 in number wood hatch cover renewed. (N^o 1 Hatch)
 Ridge piece on & Fore & Afters renewed (N^o 122 Hatches)

Survey Fee £25-0-0

Special Damage or Repair Fee (if any) £25-0-0

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Lloyd's Register Foundation

SS. "BALLYKERN"

Sidelights. 3 in number glasses renewed.

Overboard Discharges. 1 in number, N.R. valve re-leathered.

General. Other minor voyage repairs effected.

Conditions of class.

Subject to indented sheerstrake plates, etc, N°2 (p.s.f) and N°3 (p.s.f) and shell plate N°3 in 1st below sheer, etc, (s.s.f), also to set in shell plating in 1st and 2nd below sheer in way of N°2 Hold (ss), to be specially examined and dealt with as necessary by next Special Survey.

Some specially examined at this time. Owners requested deferment of permanent repairs until the end of the postponement period due to trade commitments. Damaged shell plates remain efficient meantime and it is recommended the Committee give favourable consideration to the Owners' request.

Endorsement of Class (B)

Bowplate (ss) indented.

Some specially examined and found to remain efficient.

Note. On examination of the shell plating, it was noted that the bottom shell plates A 3 and B 1 (s.s.f) were set up. Owners requested deferment of permanent repairs until the end of the postponement period due to trade commitments. Damaged bottom shell plates specially examined and found to remain efficient meantime. It is recommended the Committee give favourable consideration to the Owners' request.

It is further recommended that the Committee give favourable consideration to the Owners' request of postponement of Special Survey until 8, 63.

H. Brewer



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