

Rpt. 8.

(Received at London Office 2 JUN 1949)

No. 106210

REPORT OF SURVEY FOR REPAIRS, &c.

30 MAY 1949

Date of writing Report 19... When handed in at Local Office 19... Port of NEWCASTLE-ON-TYNE

No. in Survey held at South Shields & Hebburn Date, First Survey Dec 17th 1948 Last Survey May 5th 1949
Reg. Book. (No. of Visits 25)

73366 on the Wood, Iron or Steel S.S. "ROY"

Built at Middlesbrough By whom Smith's Dock Co. Ltd. When 1930 5
Owners A/S D/S Ask Owners' Address (If not already recorded in Appendix to Register Book).
Managers A. Kjerland Port belonging to Bergen
Afloot: Tyne Dock Eng. Co. Ltd. Destined Voyage Not known

Surveyed Afloot or in Dry Dock? Both Name of Dock: Hawthorn Leslie & Co. Ltd.

Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT 9 feet 378 tons.
Only alterations in the existing records of tanks should be inserted. Side tanks in Mach Space.N.B.—All alterations in the existing records should be underlined. P 33.75' 125 tons
S 29.25' 95 tons

Last Report, No. 15978 Port Hpt

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Survey Superintendent, not required.

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

Society's Freeboard (if assigned) as 4 ft. 7 3/4 ins.
painted on Ship and now verified by Underwriter's Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Alterations & Oil Fuel Conversion, Docking.

Damage stated to have been caused through:-

1. Grounding at Bunaskai on the 22nd June 1947 whilst on a voyage from Fredericksham to Grangemouth. (see also Newcastle Report No. 104927)
2. Contact with dock wall on entering Tyne Dock on the 24th Oct. 1947.
3. Heavy weather whilst on a voyage from St. John to Harlepool Nov. 1948.
4. Contact with dock wall on entering dry dock at Hebburn 23rd March 1949

Now done: Vessel placed in dry dock. Permanent repairs effected.

Damage: 1. to forward bottom shell starboard side.

shell plates, from forward: F. 6 renewed. E. 2, 3 removed, faired & refitted (1) (2)
D. 6 F. 7 faired in place. (2) (see over)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames. Floor	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	2	-	5pt.	-	-	-	-	For bulwarks etc. and
Removed and Faired or Repaired	3	4	-	-	-	-	-	for wind deck etc
Faired or Repaired in place ...	8	2	3	8	-	1	2	see report.

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good.	Copper, or Y.M.	
Planking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	good.	(State if on Felt.)	
Stowings	"	Cement or Asphalt	pt. exd. good	Oil Bunkers	good	When fitted, Month	Year
Rams & Fastenings	part exd. good	Rudder	"	Scuppers	"	Boats	good
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	not exd.	Windlass	"	Hatches	"	Condition, how ascertained by exam.	by exam.
Frames (make not exd.)	good	Have pumps been examined and found efficient?	not exd.	Planking		(State if wedges removed.)	none.
Reverse Frames		Have Sluice Valves been examined and found efficient?	not exd.	Caulking		Equipment letter	
Longitudinals		Have Watertight Doors been examined and found efficient?	good.	Treenails		Anchors, No. of	3 B. 15t.
Transverses		Have Ventilators and their Coamings been examined and found efficient?	good.	Breasthooks & Stems		Cables (State if now ranged)	no.
Ors	part exd. good	Air and Sounding Pipes (in deck) good		Transoms, Pointers & Crutches		" length (on board)	mean diam.
Isolons	"	Doubling Plates under Sounding Pipes not exd.		Timbers of Frame at openings		" Rule length	size.
Angers	"			" at other places		Chain Locker	not exd.
Over Bottom Plating	good			Stringers, Clamps & Shelves		Hawsers & Warps	sufficient
Have the Tanks been examined internally?				Sailing		Standing and Running Rigging	good
Have the Tanks been tested?	as report.			(State if examined.)		Sails	

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, as far as now seen is eligible in our opinion to remain as classed, with fresh record of survey, 4/49 and to have the notations in the Register Book:— "Fitted for Oil Fuel 5/49 P above 150°F" "M. J. 9' 378 tons" "Side tanks in mach space: Port 33.75' 125 tons Starb. 29.25ft. 95 tons."

Survey Fee (per Section 29)	O. F. Conv.	£ 20 : 0 : 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)		£ 21 : 0 : 0	25 JUN 1949	
Travelling Expenses (if chargeable)	Repair Fee	25 : 0 : 0	Received by me,	
	Alterations	3 : 3 : 0	19	
	Late attendance			
Second Surveyor's Fee (if any)				
License Base				
Committee's Minute				

Character Assigned

4.49 Hwe without spl. Cond. (H)

Bs. 5.49 subject (M)

S.4.49 Fitted for oil fuel 5.49 F.P. above 150°F

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005591-005598-0176 1/4

Is Certificate required? If so, to be sent to

"ROY"

Sheet 4.

alterations cont.

It is submitted that the vessel is now eligible to have the notations in the Register Book:-

"M.T. 9' 378 tons" "Side tanks in mach. space Port 33.75' 125 tons.

Star 29.25' 95 tons "

"Fitted for Oil Fuel 5/49. F.P. above 150°F"

The following alterations to the vessel have also been made at this time:

The port and starb. bridge deck hatches to the side bunkers tween decks have now been converted to skylights, strongly constructed with hinged flaps, and the port side companionway on the Bridge deck aft has been dispensed with.

The fore and mainmasts have been shortened by 30 feet and new cross trees, to the original scantlings and sizes, have been fitted in way.

Derricks, and masts, tested to "factory act" requirements and all proved satisfactory.

The hatch beams of No. 2 Hatch have been converted to "T.B" patent rolling beams, in accordance with the approved plan and the Secretary's letter.

Docking - now done:- Vessel placed in dry dock, bottom and midges cleaned, examined and repainted.

The holds, casing, weather decks, hatchways and closing appliances, ventilator casings, steering gear, windlass and equipment generally examined and found or placed in good condition.

Wear & Tear Repairs:-

Shell: A number of scrubbed rivets renewed in port & starb. side shell.

Bottom stem rising plate; lower edge butt built up with welding.

Rudders: A few started rivets in midges side plates renewed.

Bilge Keels: Port side: 1 length bull plate unew, 1 length removed, faired & refitted
2 lengths shell bar faired in place.

Starb. side: All lengths of bull plate renewed.

Shell bar in way faired in place.

Casings: Bally casing top and skylight renewed.

Forecastle front: 1 coaming plate renewed in way of tonnage opening.

Bunker hatch at fore end of bridge deck: 1 coaming plate renewed

Rest bar in way removed, faired & refitted.

Upper deck in Bridge: 4 deck plates port doubled port and 3 plates port doubled starb.

No. 5 O.B. Tank: With regard to the future carriage of Oil Fuel in this tank, the following repairs have been effected at this time:

Port: Solid floor:-

Floor plates - 1 renewed, 9 cropped and top portion renewed.

2 cropped and centre bay renewed.

Top bars - 5 renewed, 8 cropped and part renewed.

Centre Keelson connections - 11 renewed.

Stiffener angles - 3 renewed.

(See Sheet 5)

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"ROY"

Sheet 5

No. 5 D. B. Tank ext.Port: Bracket floor -

Bull angle top bars - 10 cropped and part renewed.

Centre brackets - 14 renewed.

Centre Keelson conn. bars - 12 renewed.

Starb: Solid floor -Floor plates - 3 renewed, 9 cropped and top portions renewed,
3 cropped and centre bay renewed.

Floor top bars - 7 renewed, 7 cropped and part renewed.

Centre Keelson conn. bars - 18 renewed.

Starb: Bracket floor -

Bull angle top bars - 16 cropped and part renewed.

Centre brackets - 16 renewed.

Centre Keelson conn. bars - 16 renewed.

Centre Keelson - top portion of girders plate doubled for length of tank.

Ford. tank end renewed port & starb. (Liffordam)

3rd. floor from aft, port & starb. renewed. (Liffordam)

Hatchways - 3 main hatch tarpaulins, 14 hatch cleats, and jointing
on steering gear compartment hatch, renewed.

A number of minor repairs also effected at this time.

Special Reasons List:-Permanent repairs have now been effected to the set up side and
bottom shell plating, starb side forward and it is submitted
that this item be now deleted from the list.Docking date:

Vessel undocked - April 6th. 1949.

Approved plans:The approved plans of the Oil Fuel Bunkers and
Sliding Hatch Beams are returned herewith.

W.R.D.S.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.