

Rpt. 8

NEWCASTLE-ON-TYNE

115911

Date of writing Report 4.2.59.

When handed in at Local Office 6 FEB 1959

Received London 11 FEB 1959

Survey held at North Shields

No. of Visits 12

First Date 29.11.19 59.

Last Date 29.1.19 59.

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. 73516

on the ~~TYPE~~ ^{XX} Steel M.S. "NYON"

Tons gross 5058

Built at Krimpen

By Whom C. v.d. Giessen

When 1952 10

Owners Helica S.A.

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

Managers Suisse Outremer S.A. de Gerance et d'Affretement Maritimes

Port of Registry Basle

Surveyed Afloat or in Drydock Both Name of Dock Smiths Dock

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. 24494 Port LTH
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		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*100A1 carrying veg.oil in		*LMC.CS.	9,56
DT.		BSd.	1,58
SS.ROT.	6.57	TSCL.	3,58
	3,58		
pt.EW.			

Give dates and references to any letters relating to this Report -

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

Freeboard as marked on ship and now verified - ft - ins

Owners representative - not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR GROUNDING.

The above vessel went ashore at St. Abbs Head on 15th November, 1958. Attempts to refloat were unsuccessful and it was later decided to cut the shell and deck down as far as possible during low tide at about the midship position, and to blast the remaining portion of the bottom shell etc. in order to salvage the after half of the ship.

This was carried out and the after portion towed to the Tyne and placed in drydock on 29th November, 1958.

On examination the shell was found to be cut immediately forward of the midship deep tank. The bottom shell plating and double bottom floors etc. at fore end of deep ^{bulk} were found badly buckled, but the remainder of the bottom was in good condition and the forward bulkhead of the deep tank was intact except for a small hole at the port top corner which was temporarily repaired by welded patches.

The Owners later requested a certificate be issued in order that they could make arrangements to tow the after portion to Rotterdam for repair.

Various temporary repairs etc. as shown below were carried out and a "Cert.C" issued, copy of which is attached.

1. Forward bulkhead of deep tank temporarily repaired and deep tank flood tested.

2. 2nd deck in way of deep tank forward bulkhead temporarily repaired. CONTINUATION OVER ~~OR~~ ~~SHEET~~ ~~IX~~

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? No

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? "Cert.C" issued

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".

For the information of the Committee.

H.P. Urwin + J. McEachern
Surveyor to Lloyd's Register of Shipping
(H.P. URWIN & J. McEACHERN)

advised Rat Rpt
25/2/59

570-01800-50900

Date of Committee

MONDAY - 2 MAR 1959

Minute

Note Nwc

Deferred. Asat Rpt

Noted for Monday



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR 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			F.P. Tank		
Rudder lifted			A.P. "		
Weather Decks, Superstructures and Casings			D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances					
Ventilator coamings, skylights, companionways and closing appliances			Fresh Water Tanks		
Holds			Deep Tanks		
'Tween Decks			Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces			Side Tanks		
After " "			Wing Tanks		
Engine Space			Other Tanks		
Boiler " "			Cargo Tanks (Tankers)		
Under Engines and Boilers					
Tunnel and Well			Cofferdams		
Coal Bunkers			Pump Rooms		
Chain Locker					
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?		
			Have Strums in Cargo Tanks (of Tankers) been removed?		
			Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared 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 cement in bottom been 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?

Has 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.

TABLE 2 SURVEY CONFINED TO DAMAGE

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

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.)

3. Pipe tunnel entrance in way of forward engine room bulkhead plated over and stiffened.

4. Temporary wood bulkhead fitted at fore end of tween deck.

5. Door lights in after bridge house temporarily protected.

6. All doors, hatches and access openings secured.

7. Holes cut by salvage in centre line bulkhead in deep tank plated over and levelling pipe opening plated over.

Survey Fee Issue of Cert. £52.10.0. Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) £1. 0. 0.

