

Rpt. 8

Date of writing Report

14.11.57

When handed in at Local Office

15.11.57

Received London

20 NOV 1957

Survey held at

GLASSGOW

No. of Visits

44

First Date

27-6-1957

Last Date

23-10-1957

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. 19220

on the Iron or Steel

S.S.

"MAHOUT"

Built at

PORT GLASSGOW

By Whom

WM HAMILTON & CO LTD

When

1925

Month

12

Owners

THOS. & JNO. BROCKLEBANK LTD.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

LIVERPOOL

Surveyed Afloat or in Drydock

BOTH

Name of Dock

QUEENS DR. GOVAN DRY DOCK & SHIP REPAIRS

Date of last exam. in Drydock 11.8.57

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

Last Report: No.

135925

Port

Liver

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

Letter 3/5/57
Clear H, and L. 5/6/57

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.

Not required

Freeboard as marked on ship and now verified

7

ft

674 ins

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

O.F. CONVERSION

EXAMINATION AND REPAIRS AS PER RULE FOR

DAMAGE REPAIRS & SPECIAL SURVEY TYPE C

DUE 12.56.

SHIP 32 YEARS OLD.

Damage stated to have been sustained through:-

- ① Contact with Quay Wall, Tiddellboro on 25th October 1956
- ② Heavy weather on a voyage from London to Indian Ports and return to U.K. Nov 1956/Jan 1957
- ③ Cause and date unknown.

Damage No 1.

Port side in way of No 5 Hatch (Plate no. from aft)

- 2nd strake below sheer plate Nos 4-8 set in - removed fairer and refitted
- 3rd " " " " 6, 7, 8-9 heavily set in - removed and renewed.
- 4th " " " " 4. set in - removed and renewed.
- No 5 Lower deck bulkhead wing plate buckled - cupped and part renewed.
- Deck stringer plate slightly buckled - heated and fairer in place.
- 5 beams end of lower deck buckled - " " " "
- 12 beams lower to lower deck beams buckled - removed fairer and refitted.
- 2 " " " " - removed and renewed.

On completion of repairs the affected area of shell was stress tested and found satisfactory

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	10+2pts							as per body of report
Removed and Fairer or Repaired	4							
Fairer or Repaired in place	4					1	5	

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

Yes

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

Liverpool

If so, is the Report sent now, or when will it be 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 is eligible in our opinion to remain as classed in the Register Book and to have fresh record of docking 8.57 with the notation of S.S. 615 10.57 without special conditions but with the endorsement of incidents in shell plating (proof) being dealt with at the Owners convenience.

James I. Edgar
& Alexander Drysdale
Surveyors to Lloyd's Register of Shipping

Date of Committee

Minute

25.6.57

S.S. 615 10.57 Without spl. condition

With endorsement

CERTIFICATE WRITTEN 3/12/57

ES 10.57, MBS 10.57

T.S (CH) 8.57

OF 10.57 FR above 50°F

With endorsement

003832-003837-0026 '16

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR O.F. CONVERSION, DAMAGE REPAIRS & SPECIAL SURVEY TYPE C

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	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	(Nos 1, 2, 3, 4, 7 & 8 D.B.T. now O.F.)		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	Yes	Deep Tanks	Yes	Yes
Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	None	None
Fore Peak Spaces	Yes	Side Tanks		
After " "	Yes	Wing Tanks		
Engine Space	Yes	Other Tanks		
Boiler " "	Yes	Cargo Tanks (Tankers)	None	
Under Engines and Boilers	Yes	Cofferdams	Yes	Yes
Tunnel and Well	Yes	Pump Rooms	None	
Coal Bunkers	See alterations			
Chain Locker	Yes			
Other Spaces	Yes			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	None	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

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 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?

Have any alterations to the approved scantlings and arrangements now been effected?

If so, Report 8(Dr) to be attached

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	Good	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 and closing appliances	Good	Condition, how ascertained (State if wedges removed)	By inspection
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	At
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3A-15
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	None	Steering Gear (Main and Auxiliary)	Good	" length	300
Floors	Good	examined and found	Good	" Rule Length	300
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	Good
Stringers	Good	Pumps	Good	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Good	W.T. Doors	Good	now been supplied or retested, if so,	Yes
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A Yes B Not

REMARKS, REPAIRS, Etc. (Contd.)

Port side in way of No 6 Hold (Plates No from aft)

5th strake below shell plate nos 2 & 3 fractured - Removed and renewed.

Starboard side in way of No 6 Hold

3rd strake below shell plate No 2 fractured - Removed and renewed.

On completion of repairs the affected areas of side shell plating was hose tested and found satisfactory

continued on Sheet 3.

Damage to 1 14-14-0
 2 8-8-0
 3 15-15-0

Survey Fee 190-0-0
 O.F. Conversion & alterations 50-0-0
 Special Damage or Repair Fee (if any) 42-0-0
 SUNDAY ATTENDANCE 5-5-0
 W.T. Retains 50-0-0
 Travelling Expenses (if chargeable) 4-8-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

19 NOV 1957

Rpt. 9a

Port of

Glasgow.

Continuation of Report No. 87714 dated 14.11.57.

on the

"S.S. MAHOUT"

SHEET 3.

O.F. CONVERSION, DAMAGE REPAIRS & SPECIAL SURVEY CONT^d :-

DAMAGE NO 3.

IN WAY OF NOS 3 & 5 HOLDS, ENGINE ROOM & DEEP TANK (PLATES NO FROM AFT)

PORT SIDE:-

1st strake below shell plate No 12 buckled - cropped and plate renewed

1st " " " " No 14 set in in 2 places - heated and faired in place.

2nd " " " " No 12 set in - removed faired and refitted.

2nd " " " " No 14 " " - heated and faired in place.

STARBOARD SIDE:-

2nd strake below shell plate No 6 buckled - removed and renewed.

2nd " " " " No 4 set in - heated and faired in place.

3rd " " " " No 9 set in - removed faired and refitted.

4th " " " " No 4 buckled - removed and renewed.

5th " " " " No 8 set in - heated and faired in place.

On completion of repairs the affected areas of shell plating was hose tested and found satisfactory.

PORT SIDE IN WAY OF NO 1 D.B. TANK:-

5th strake plate No 14 heavily indented between frames - cropped and plate renewed.

On completion of repairs the No 1 D.B. Tank was pressure tested and found satisfactory.

CONVERSION TO OIL FUEL BURNING:-

TANK.	FRAMES.	CARRYING.	CAPACITY IN	
			S.W.	F.W.
NO 1 D.B.T.	152-180	OIL FUEL.	113 T.	-
NO 2 D.B.T.	132-153	" "	331 T.	-
NO 3 D.B.T.	101-122	" "	282 T.	-
NO 4 D.B.T.	86-101	" "	197 T.	-
NO 5 D.B.T.	74-85	FRESH WATER.	-	143 T.
NO 6 D.B.T.	66-74	" "	-	98 T.
NO 7 D.B.T.	37-65	OIL FUEL.	251 T.	-
NO 8 D.B.T.	20-34	" "	49 T.	-

Double bottom tanks Nos 1, 2, 3, 4, 5 & 8 now converted for the carriage of oil fuel - F.P. above 150°F.

Note:- Tanks top seams and bottoms were all originally double riveted and anti-rust compound applied with the Rule requirements. Our pipes to D.B. Tanks Nos 1, 2, 3, 4, 5 & 8 have been fitted with gauges and canvas covers.

A cofferdam has been fitted at frames 85 and 86 at the fore end of No 5 D.B. tank, floor 85 being suitably reinforced to form tank end and new suction, air and sounding pipes have been fitted.

The original cofferdam at frames 44 & 45 has now been installed into No 5 D.B. tank by cutting manholes, locker holes and drain holes in floor 45 and suction, air and sounding pipes removed.

The existing cofferdam at frames 65 and 66 still remains, thus making the F.W. Tanks Nos 5 & 6 isolated from the O.F. tanks Nos 4 & 7.

continued on Sheet 4.

S.S. "MAHOUT"

SHEET 5

OF CONVERSION, DAMAGE REPAIRS & SPECIAL SURVEY CONTINUED:-

REPAIRS "WEAR & TEAR":-

No 3 Hold: 13 beam knees (S) + 12 (P) rust bound - released, faired and refitted.
3 " " (S) + 2 (P) thin - removed and renewed.
12 bulge brackets (S) + 9 (P) thin - removed and renewed.
Linker plate in bulge (S) thin - doubled.
Doublings under pillars torn - doublings (P) cropped and part renewed.

Boiler Rooms: Tank top under boilers thin in places - doubled as found necessary.
2nd strake from centre of tank top forward of boilers solid - cropped and part renewed (P).
Boiler stool vertical angles worn - reinforced or renewed as found necessary.
All collision chocks - renewed.

Deck tanks: 2 beam knees (S) rust bound - released faired and refitted.
13 bulge brackets (P) 2 in all worn - removed and renewed.
Hatch side girder (P) worn - doubling plates 10 wide fitted (P).
Centre line bulkhead legs to deck thin - removed and renewed.
Ning plate of forward bulkhead (S) thin - cropped and part renewed.

Top T. Deck: Stringer plate (P) thin at shell - cropped and part renewed.

No 5 Hold: 16 beam knees (S) rust bound - released faired and refitted.

No 5 T. Deck: 1 beam knee (S) + 2 (P) rust bound - released faired and refitted.

Chain lockers: Centre line bulkhead stiff worn - removed and renewed.

Fore bulkhead coaming plate worn - doubled.

Lower ends of fore bulkhead stiff worn - cropped and part renewed.

Fore peak store: Deck plating as sides of chain lockers and part of F.P. Tank top plating thin - doubled as necessary.

Transverse plate: Deck plating seams rust bound - 2 seams released and renewed.

Decks: Port deck plating thin - central strakes removed and renewed.

Deck plating between Nos 1 + 2 and 5 + 6

hatches thin - removed and renewed together with mesh girder angles.

Deck plating in pantry thin - removed and renewed.

Bridges House deck plating thin - stringer and strake adjacent (P) removed and renewed.

Casing top round funnel thin - doubled.

Casing top above galley thin - removed and renewed.

Other items: Hatch coamings, casings, sides of accommodation and saloon house in way of deck steam pipes - doubled as found necessary.

Engineers house outside plating thin - removed and renewed.

Ship's side cladding, bulge ceiling etc. renewed as necessary.

Alterations:

"F & A" bulkheads of existing coal bunkers in Boiler Room thin (P) - bulkhead plating removed, girder fitted in line supported by two double channel pillars.

SEE SHEET 6.

Glasgow.

Continuation of Report No. 87714 dated 14.11.57.

on the

S.S. MAHOUTSHEET 6.D.F. CONVERSION, DAMAGE REPAIRS & SPECIAL SURVEY CONTINUED:-ALTERATIONS:-

Ash sheets removed and deck and shell plated over.
 Hatch on forecastle deck removed and deck plated over.
 Coaling hatch on Bridge Deck (2p-2s) & in Bridge Lower deck removed and decks plated over.
 Coal shoot hatch on casing top removed, casing top plated over and small hatch fitted 2'0" x 3'0" with 6" coaming and steel NPT cover and toggles.
 Nos 2 & 3 Cargo hatches on weather deck made into new steel hatch beams with steel angles.

C.11. Continued report has been placed on board.

CONDITIONS OF CLASS:-

Subject to shell plating No 3 (3sf) and No 4 (SSA) in 4th strake below sheer:- No 3 plate dealt with wear & repair, No 4 plate dealt with in Damage No 3.

Subject to port side shell plate in strake 5th below sheer No 2 from aft - dealt with in Damage No 2.

These items may now be deleted as conditions of class.

ENDORSEMENT:- Indents in shell plating (3sf) - these items were examined and found to be minor items and in satisfactory condition.

Set up shell plating (SS) in 'C' and 'D' strakes below bunkers -

the affected area of shell plating was faired in place before the floors mentioned in wear and tear repairs in No 4 tank were dealt with - this item may now be deleted as an endorsement.



© 2020

Lloyd's Register
Foundation

0026

5/6

To be securely attached to

REPORT

No

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

[illegible]

CHAIN CABLES

Length and size supplied		Test per Certificate		Weight of Chain Cable						Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent	
Length	Diam.	Statutory	Breaking	Supplied			Rule			Length	Diam.				
Fathoms or Meters	Ins. or Mms.	Tons or Kilogs	Tons or Kilogs	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms or Meters	Ins. or Mms.				
15 1/4	2 1/2	112 1/2	157 1/2	48	3	12	47	-	-	-	-	STUD LINK.	H. HINGLEY & SONS.	29. 7. 57. CHESTER.	S. BOLTON.
15 1/4	2 1/2	112 1/2	157 1/2	48	3	15	47	-	-	-	-	" "	" " " "	"	"
5 1/6	2 1/2	112 1/2	154 1/2	15	2	-	47	-	-	-	-	" "	" " " "	26. 7. 57. NETHERTON.	H. MURPHY.
-	2 1/2	112 1/2	154 1/2	1	-	14						SHACKLE JOINING.	" " " "	"	"

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?

Surveyor to Lloyd's Register of Shipping

yd's Register of Shipping

Lloyd's Register
Foundation

003832-003837-0026