

Rpt. 8

Port **Kiel** No. **2115**
Date of writing Report **15th November, 1958** When handed in at Local Office **15th November, 1958** Received London **24 NOV 1958**
Survey held at **Kiel** No. of Visits **5** First Date **6.11.58** Last Date **13.11.58**

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. **76149** on the Iron or Steel M.S. **"RAGNY"** Tons gross **6770**
Built at **Sld.** By Whom **W. Doxford & Sons Ltd.** Year **1930** Month **8**
Owners **Rederi A/B Sally** Owners' address (If not already in R.B.)
Managers **Algot Johansson** Port of Registry **Mariehamn**
Surveyed Afloat or in Drydock **drydock** Name of Dock **Kieler Howaldtswerke AG.** Date of last examn. in Drydock **13.11.58**

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

Last Report: No. **2053** Port **Kiel**
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.

SHIP'S CLASS	
Date of Special and of Drydocking Surveys, etc.	
+ 100 A 1 carrying petroleum in bulk	+ LMC CS 12/55
S.S. (Dr) 7/51	a 8/57
Msl 12/55	nd(ex.g.) 8/57
D.S. 8/57	TS (CL) 8/57
	Sps 8/57

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. **offered but not required**

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

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

EXAMINATION AND REPAIRS AS PER RULE FOR **Docking Survey & Damage**

Damage (1):— Stated to have been sustained due to heavy weather on April 1st, 1958, whilst on passage from Batum to Odessa.

Found: (Plates numbered from forward):—

Scattered side shell, bottom, and tank bulkhead rivets slack.

Shell plate A.10 (ss) cracked transversely at forward end between doubling plate and butt.

Now Done for Damage (1):— Scattered side shell, bottom and tank bulkhead rivets caulked or cap welded as found necessary.

Shell plate A.10 (ss) renewed together with doubling plate. New doubling plate extended forward to plate butt.

Damage (2):— Stated to have been sustained due to grounding on May 18th, 1958, whilst on passage from Helsinki to Black Sea.

Found: (Plates numbered from forward):—

Shell plate D.11 (ss) set up locally together with doubling plate..

After end of coffin plate cracked vertically (ps).

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1							
Removed and Faird or Repaired	1							
Faird or Repaired in place	1							

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

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

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

Has Interim Certificate been issued? **yes - copy attached.**

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 surveyed, is eligible, in my opinion, to remain as classed in the Register Book and have fresh record of Docking Survey 11.58 subject to indented shell plates in G., H., & I-strakes (psf) and shell plate F.13 from forward (ss) being specially examined and dealt with as necessary by next dry docking, subject also to shell plate E.2 (psf) being examined and dealt with as necessary by next drydocking and subject to poop side plating (ssa) being dealt with as necessary at Special Survey.

John H. Harcourt
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 18 DEC 1958

Minute

DS 11.58, subject

Moke & White Kel (w)

DS 7.58

30m. 4.57 T.

Noted
for
Header



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Lloyd's Register
Foundation

003832-003837-0098 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Docking

SURVEY

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	no	no
Rudder lifted	no	A.P. "	no	yes (for repairs)
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	no	no
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks	no	no
Holds	no	Deep Tanks	no	no
		Oil Fuel Bunkers and Settling Tanks	no	no
"Tween Decks	none	Side Tanks	no	no
		Wing Tanks	no	no
Fore Peak Spaces	yes	Other Tanks	no	no
After " "	no			
Engine Space	yes	Cargo Tanks (Tankers)	Nos. 5&6 centre-yes for bottom rep. only (Nos. 5&6 centre).	
Boiler "	yes			
Under Engines and Boilers	no			
Tunnel and Well	no	Cofferdams	no	no
Coal Bunkers	none	Pump Rooms	yes	no
Chain Locker	no			
Other Spaces	no			
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	no	
		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? no

Have the bilges been cleaned out and examined? no

Has cement in bottom been examined? no

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? no If so, state which -

Have the shell and deck plating been drilled as per Rule? no

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	good	Ceiling and Cargo Battens	-	Sluice Valves examined and found	-
" " in way of side scuttles	not ex.	Cement or Asphalt	-	Air and Sounding Pipes	exposed - good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not ex.
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	good
Superstructures and their closing appliances	good	Ventilators, their coamings	good	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	good	and closing appliances	not ex.	Chain Locker	not ex.
Beams and Fastenings	part ex.-good	Companionways and Skylights	good	EQUIPMENT	
Frames	part ex.-good	Shell Openings	-	Equipment Letter	a t
Reverse Frames	not ex.	Ash Shoots	-	Anchors, No. of	3B & 1S Condition good
Longitudinals	part ex.-good	Overboard Discharges and Scuppers	good	Cables (State if now ranged and examined)	no
Transverses	part ex.-good	Freeing ports	good	" length (on board)	stated mean diam. complete
Floors	not ex.	Steering Gear (Main and Auxiliary)	good	" Rule Length	complete Size sufficient
Keelsons	part ex.-good	examined and found	good	Hawsers and Warps	
Stringers	not ex.	Windlass examined and found	good	State if any Anchors or Chain Cable have	
Inner Bottom Plating	not ex.	Pumps	not ex.	now been supplied or retested, if so,	
Bulkheads	part ex.-good	W.T. Doo	not ex.	complete Report 8(Eq) and attach.	no

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

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Now Done for Damage (2):— Doubling plate in way of shell plate D.11 (ss) removed. Shell plate D.11 heated and faired in place and doubling plate afterwards refitted (welded).

After end of coffin plate (ps) cropped about three feet by eighteen inches and renewed and nine long through rivets renewed.

On completion of work in connection with Damages 1 & 2, all repairs water tested as necessary & found tight.

All new and disturbed steelwork recoated.

Contd. sheet 2

Survey Fee Docking £ 10. 0. 0

Damage (1) £ 15. 0. 0

Damage (2) £ 15. 0. 0

Travelling Expenses (Dam. 1) £ 0.10. 0

" " (Dam. 2) £ 1. 0. 0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Rpt. Per 8a

Port of Kiel

Continuation of Report No. 2115

dated 15th November, 1958

on the "RAGNY"

Now Done for Condition of Class (SRL 163):—

Indented shell plates in G., H. & I-strakes (psf) to be specially examined and dealt with as necessary by next drydocking. Shell plate E.2 (psf) to be examined and dealt with as necessary by next drydocking. Poop side plating (ssa) to be dealt with as necessary at Special Survey.

The above items specially examined at this time and found to continue efficient.

Recommendations:—

It is recommended that the indented shell plates in G., H. & I-strakes (psf) be specially examined and dealt with as necessary by next drydocking. — Shell plate E.2 (psf) to be examined and dealt with as necessary by next drydocking. Poop side plating (ssa) to be dealt with as necessary at Special Survey.

It is recommended that the following additional item be entered as a Condition of Class:—

Shell plate F.13 from forward (ss) to be specially examined and dealt with as necessary by next drydocking.

Wear & Tear Repairs:—

Minor repairs effected.

J.H.B.