

26. OCT. 1966

Ship's Name **MS PORT WYNDHAM** Port **GLASGOW**  
 Processing Number: LR **528271** Gross tons **8701** Rpt. No. **97370**  
 Port of Registry **LONDON** Date of build **1935-1** Is there a Rpt. 9? **YES**  
 No. of visits **8** First date **30-8-66** Last date **16-9-66**  
 Cert. B issued & copy herewith? **YES** Damage rpt. issued & copy herewith? **NO** Last rpt. (H.Q. only) **WKL69111**  
 Date of completing rpt. **20-9-66** Surveyed at, if different from Port above **—**  
 Safcon Cert. (ST) issued & copy herewith? **NO** If surveyed in D.D. last date of examination **8-9-66**  
 Has a Load Line Survey been held? **YES ANNUAL** Summer freeboard as verified **YES**

State which additional Rpt. 8 is attached: (Cont); (A); (SB); (EO); (Rig)

Survey fees **Gen Examination £80-0-0** Damage fee **Condition of class £14-0-0** Expenses **£3-10-0**  
 S.A. fee **—**

I have surveyed the above-named ship in accordance with the Rules for **DOCKING SURVEY & GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY (DUE 9.66)**  
**Wear & tear repairs** **1. CONDITION OF CLASS.**

It was reported that leakage had been observed from fore peak No. 1, 3 & 3a DB tanks. All tanks now pressure tested and leakage confined to defective joints in suction lines and to slight leakage at tank top rivets in No. 1 DB tank.

Defective rivets at No. 1 DB tank top welded, and suction lines reprinted as necessary. All tanks tested on completion of repairs and found satisfactory.

Other minor repairs also effected.

6 wood hatch covers renewed. (Continued)

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking. **9.66. Subject to forward engine room bulkhead (P) buckled, buckled side plating and forward bulkhead of the port forward side buckled in engine room and buckled copperdam floor in way being further examined and dealt with as necessary at the next drydocking and to all other outstanding conditions of class being dealt with as previously recommended.**

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee **GLASGOW 25 OCT 1966**

Minute

Deferred for compl. ARS but assign DS 9.66 subject (H & M)

TS CL (D4S) 9.66

004642-004645-0209 1/3

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition or any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

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†Condition

†Condition

Shell plating *Good*  
 Sternframe *Good*  
 Rudder *Good*  
 Was rudder lifted? *No*  
 Plating, etc. in way of shell openings *Good*  
 F.P. spaces *Good*  
 Chain locker *Not examined*  
 A.P. spaces *Good*  
 Engine space *Efficient*  
 Boiler space *—*  
 Under E. & B. *Not examined*  
 Coal bunker *None*  
 Tunnel & well *Good*  
 Duct keel *Good*  
 Cement, asphalt, etc., on btm. shell *Good*  
 Weather decks *Good*  
 Sounding pipes with doublers under *Good*  
 Windlass *Good*  
 Masts & standing rigging *Not examined*  
 Hand pumps & suctions *Not examined*  
 W.T. doors *Good*  
 Fire equipment *B.O.T. Certificate*  
 Other items:

\*Hatchways *Good*  
 \*Ventilators & air pipes *Good*  
 \*Casings *Good*  
 \*Fiddley openings *None*  
 \*Skylights *Good*  
 \*Flush deck scuttles *None*  
 \*Deckhouses & companionways *Good*  
 \*Superstructures *Good*  
 \*Side, bow & stern doors *None*  
 \*Side scuttles & deadlights *Good*  
 \*Ash shoots, etc. *Good*  
 Scuppers, discharges & valves *Good*  
 Guard rails & bulwarks *Good*  
 Freeing ports *Good*  
 Gangways & lifelines *Good*  
 Fittings & appliances for timber deck cargoes *None*  
 Means of escape:  
 (a) machinery spaces *Not examined*  
 (b) crew and passenger spaces  
 (c) spaces in which crew normally employed  
 Communications between:  
 (a) bridge & eng. room  
 (b) bridge and alternative steering position  
 Steering control systems (main and alternative)  
 Helm indicator  
 Protection of aft steering wheel & gear  
 Steering arrangements (main) *Good*  
 " " (aux.) *Good*

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At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

*Renewal Survey being held by B.O.T.*

EQUIPMENT:

Equipment letter

*(gt) 23 1/2" sq.*

Fee ltr., if diff. from eqpt. ltr.

Anchor: No. on board

*3 B.*

Cables

State if ranged

Length on board

Mean dias. range from

Rule length

Mooring ropes

to

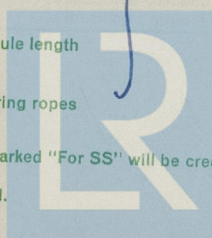
Dia.

*Reported complete*

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Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

\*These items to include their closing appliances, repairs and renewals of which should be reported.



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General Examination.

A thorough General Examination has been held and the ship found in satisfactory condition. It is submitted that the Owners proposal to postpone the Special Survey until September 1967 merits the favourable consideration of the Committee.

Conditions of class.

Forward engine room bulkhead (P) buckled, buckled side plating and forward bulkhead of the port forward side buckled in engine room and buckled cofferdam floor in way now specially examined and considered efficient meantime but recommended to be further examined and dealt with as necessary at the next dry docking.

Set up and indented keel plates No 8 & 9 from aft specially examined and considered efficient meantime.

No 4 hold insulated tanks top at the fore end between Fr. 71 (pas) and bulkhead 74 to be specially examined for oil leakage at next SS. No 4 O.F. DB tanks in way not to be used as such meantime.

No 4 DB tanks (pas) now examined internally and slack tank top rivetting noted but considered efficient meantime.

Appendix. No outstanding items.

D/M.



Ship's Name *MS**PORT KYNDDHAM.*Port *GLASGOW*Rpt. No. *97370*

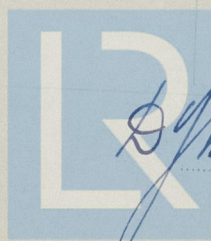
S.S. ( ) Due		†Condition	Tanks:		†Condition	Tested
Holds & 'Tween Decks:			(See illustrations in Register Book)			
No. 1	Hold	<i>Good</i>				
"	'Tween decks	<i>Good</i>		F.P. tank	<i>Good</i>	<i>Good</i>
				A.P. tank	<i>Good</i>	—
				D.B. tanks & c/dams		
No. 2	Hold	<i>Good</i>		Nº1 DB FW	<i>Good</i>	<i>Good</i>
"	'Tween decks	<i>Good</i>		Nº2 DB FW	<i>Good</i>	—
				Nº2A DB FW	<i>Not lxd.</i>	—
				Nº3 DB BW	<i>Good</i>	<i>Good</i>
No. 3	Hold	<i>Good</i>		Nº3A DB OF	<i>Good</i>	<i>Good</i>
"	'Tween dks	<i>Good</i>		ENG Rm DB OF	<i>Not lxd.</i>	—
				Nº4 DB OF	<i>Efficient.</i>	—
				Nº4A DB OF	<i>Not lxd.</i>	—
				Nº5 DB OF	<i>Not lxd.</i>	—
				O.F. bunkers	<i>Not lxd</i>	—
No. 4	Hold	<i>Good</i>				
"	'Tween decks	<i>Good</i>				
No. 5	Hold	<i>Good</i>				
"	'Tween decks	<i>Good</i>				
				Settling tanks	<i>Not lxd</i>	—
No. 6	Hold	<i>Good</i>				
"	'Tween decks	<i>Good</i>				
				Deep tanks		
				Tunnel	<i>Not lxd.</i>	—
				Side tanks		
				O.F.		
	Cargo battens	<i>Good</i>				
	Ceiling, etc	<i>Good</i>				
				Other tanks		

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004642-004645-0209 <sup>3</sup>/<sub>3</sub>

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