

17. FEB. 1966

Ship's Name ~~MS~~ "ROUCESTER" Port London

Processing Number: LR 513253 Gross tons 8532 Rpt. No. 55843

Port of Registry London Date of build 7-41 Is there a Rpt. 9? YES.

No. of visits 3 First date 2.2.66 Last date 4.2.66.

Cert. B issued & copy herewith? YES. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only) WLN 10976

Date of completing rpt. 8.2.66. Surveyed at, if different from Port above —

Safcon Cert. (ST) issued & copy herewith? If surveyed in D.D. last date of examination 4.2.66.

Has a Load Line Survey been held? No. Summer freeboard as verified No.

State which additional Rpt. 8 is attached: (Cont); ~~(A)~~; ~~(B)~~; ~~(C)~~; ~~(D)~~

Survey fees Damage fee Expenses

£10-10-0. 15/-

(24) 14 FEB 1966

S.A. fee —

1211 FEB 1966

I have surveyed the above-named ship in accordance with the Rules for DRYDOCKING AND DAMAGE STATED TO HAVE BEEN CAUSED BY CONTACT WITH QUAY WHEN BERTHING AT EURACAO 29TH SEPTEMBER 1965 WHEN ON PASSAGE FROM LONDON TO NEW ZEALAND COAST.

NOV DONE FOR DAMAGE.

DAMAGE TO STEM AND FORE PEAK PLATING EXAMINED IN DRYDOCK WITH TANK PRESSED-UP AND INTERNALLY WHEN TANK EMPTY. INTERNAL STRUCTURE FOUND SOUND AND EFFICIENT BUT RIVETS IN STEM AND PLATE LANDINGS STARTED AND LEAKING.

THE OWNERS REQUESTED DEFERMENT OF PERMANENT REPAIRS AS THE SHIP IS BEING SOLD FOR SCRAP ON COMPLETION OF THE FORTHCOMING VOYAGE TO NEW ZEALAND.

TEMPORARY REPAIRS NOW COMPLETED:-

APPROX 250 RIVETS RING WELDED ON STEM BAR AND SHELL, PORT AND STARBOARD AND ABOUT 60-0" OF PLATE SEAMS WELDED. F.P. TANK TESTED AND REPAIRS FOUND OR MADE TIGHT.

WEAR & TEAR REPAIRS.

APPROX 40 SHELL RIVETS EACH SIDE CAULKED WHERE LEAKING IN WAY OF O.F. SIDE BUNKERS, PORT & STARBOARD.

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

R. A. Jeffery
(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 ~~with~~ a fresh record of dry docking. 2.66

SUBJECT TO ANY 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.)

R. A. Jeffery
(R. A. JEFFERY)
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY 8 MAR 1966

Deferred for ss/by 7.66.
S. 266, subject

FOR CHAIRMAN
CLASSN. CTTEE.

ALSO FOR

SPL FOR
O.S.S.
RECORDS
DEPT.

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 of 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

004653-004661-0150 1/2

†Condition

†Condition

Shell plating	Good.	*Hatchways	Good.
Sternframe	Good.	*Ventilators & air pipes (above deck)	Good.
Rudder	Good.	*Casings	Good.
Was rudder lifted?	No.	*Fiddley openings	
Plating, etc. in way of shell openings		*Skylights	Good.
F.P. spaces		*Flush deck scuttles	
Chain locker		*Deckhouses & companionways	Good.
A.P. spaces		*Superstructures	Good.
Engine space		*Side, bow & stern doors	Good.
Boiler space		*Side scuttles & deadlights	Good.
Under E. & B.		*Ash shoots, etc.	
Coal bunker		Scuppers, discharges & valves	
Tunnel & well		Guard rails & bulwarks	Good.
Duct keel		Freeing ports	
Cement, asphalt, etc., on btm. shell		Gangways & lifelines	
Weather decks	Good.	Fittings & appliances for timber deck cargoes	
Sounding pipes with doublers under		Means of escape:	
Windlass		(a) machinery spaces	
Masts & standing rigging		(b) crew and passenger spaces	
Hand pumps & suction		(c) spaces in which crew normally employed	
W.T. doors		Communications between:	
Fire equipment		(a) bridge & eng. room	
		(b) bridge and alternative steering position	
		Steering control systems (main and alternative)	
Other items:		Helm indicator	
		Protection of aft steering wheel & gear	
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

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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

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

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:—

B. O. T. SAFETY EQUIP CERTIFICATE ISSUED 6.4.65.
 (ON BEHALF OF) EXPIRES 5.4.64.
 ISSUED BY CANADIAN DEPARTMENT OF TRANSPORT.
 ST. JOHN. N. B.

EQUIPMENT:

Equipment letter	Cables	State if ranged	No.
Fee ltr., if diff. from eqpt. ltr.		Length on board	Stated complete.
Anchors: No. on board	38. 15.	Mean dias. range from	to
		Rule length	Dia.
		Mooring ropes	Sufficient.

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.



Rpt.

(cont.)

Ship's Name ~~MS~~ MS

"GLOUCESTER"

Port LONDON

Rpt. No.

155843

WEAR & TEAR REPAIRS. (CONT.)

TOP PINTLE OF RUDDER FOUND SLIGHTLY SLACK NOW HARDENED - UP. NEW LOCKING STRAPS FITTED TO NUTS.

MINOR FRACTURES IN RUDDER SIDE PLATING VEEED OUT AND WELDED.

CONDITIONS OF CLASS.

INDENTED SHELL PLATE d.1. PORT SIDE FORWARD;
SHELL PLATE C14, PORT, NO 5 HOLD; WASTED BULKHEADS IN
NO 1/2, 2/3 & 4 UPPER TWEEN DECKS ALL EXAMINED AND
FOUND TO REMAIN EFFICIENT MEANWHILE.

TEMPORARY REPAIRS NOW CARRIED OUT TO STEM
AND STEM PLATING. SEE FOREGOING DAMAGE REPORT.

IT IS RECOMMENDED ALL THESE CONDITIONS OF
CLASS REMAIN AS AT PRESENT RECORDED.

S. R. L. APPENDIX.

WELDING AT TOP OF STERNFRAME AND MINOR
SHELL INDENTS FOUND TO REMAIN EFFICIENT.

SPECIAL SURVEY, DUE 7.65.

THE OWNERS HAVE BEEN REQUESTED TO ADVISE
THE SOCIETY IN WRITING WHEN THIS SHIP IS SOLD FOR
SCRAP AT THE END OF THE FORTHCOMING VOYAGE.

R. B. Jeffery.



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