

Port SOUTHAMPTON. No. 24568
Date of writing Report 6/12/57. When handed in at Local Office 6/12/57. Received London 10 DEC 1957
Survey held at SOUTHAMPTON. No. of Visits 7. First Date 7th NOVEMBER 1957. Last Date 29th NOVEMBER 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. 33659. on the Steel S.S. "WILLIAM CASH"
Built at NEWCASTLE By Whom HAWTHORN LESLIE & CO. LTD. Tons gross 1186
Owners STEPHENSON CLARKE LTD. When 1929 Year 9. Month
Managers Owners' address (If not already in R.B.) LONDON.
Port of Registry
Surveyed Afloat or in Drydock DRYDOCK & SLIP Name of Dock No. 4. DRYDOCK & WHITESLIP, ITCHEN Date of last examn. in Drydock 29/11/57.
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.
Last Report: No. 27201 Port G.V.E.S.
To be filled in at Head Office.

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.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
100 A1	LMC 6.55.
Dkg. 8.57.	Blk. M. 6.57.
SS(Dr). NWC. 6.55.	TSCL 10.56.
	s/s. 6.55.

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
NOT REQUIRED, OWNERS REPRESENTATIVE
Freeboard as marked on ship and now verified ft ins
Was a damage report made by anyone else? If so, by whom? YES SALV. ASSOC.

EXAMINATION AND REPAIRS AS PER RULE FOR DRYDOCKING on account of DAMAGE to rudder stated sustained due to vessel striking an unknown object whilst leaving DIBLES WHARF, SOUTHAMPTON on the 6th NOVEMBER 1957; DAMAGE to foremast stated sustained due to fall slipping on the windlass drum whilst lowering mast & mast falling onto the hatch; DAMAGE to port quarter shell plating stated sustained due to the vessel contacting the binnacle at the entrance to No. 4. DRYDOCK, SOUTHAMPTON on the 8th NOVEMBER 1957.

DAMAGE RYDER. Examination of the vessel in drydock disclosed the following damage to the rudder & stock:—

Rudder stock twisted approx 30°, rudder arms & plate twisted
Top sternframe gudgeon fractured in two places
Steering chains, sheaves & pins were opened up cleaned & examined.

REPAIRS:—

Top sternframe gudgeon cut off post & renewed in forged steel, forked over rudder post & riveted & welded to post.

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? YES
If so, is the Report sent now, or when will it be sent? NOW.
Is Classification Certificate required? If so, to be sent to
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 VESSEL IS ELIGIBLE IN OUR OPINION TO REMAIN AS CLASSED IN THE REGISTER BOOK WITH FRESH RECORD of DS. 11.57. SUBJECT TO THE UPPER GUDGEON BEING EXAMINED AT NEXT DRYDOCKING & INDENTED SHELL PLATES D.4. & E.4. (K.S.A) BEING FURTHER EXAMINED & DEALT WITH AS NECESSARY AT THE VESSELS NEXT SPECIAL SURVEY.

Alberto Fernington & Emstark
Surveyor to Lloyd's Register of Shipping

Date of Committee TUESDAY 3 DEC 1957
Minute DS 11.57, Subject
Noted for Header

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DRYDOCKING & DAMAGE.

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	YES	A.P. "	NO	NO
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
	—		—	—
Tween Decks	NO	Oil Fuel Bunkers and Settling Tanks	NONE	—
	—		—	—
Fore Peak Spaces	NO	Side Tanks	NO	NO
After " "	NO	Wing Tanks	NO	NO
Engine Space	NO	Other Tanks	NO	NO
Boiler	NO	Cargo Tanks (Tankers)	—	—
Under Engines and Boilers	NO		—	—
	—		—	—
Tunnel and Well	NO	Cofferdams	—	—
Coal Bunkers	NO		—	—
Chain Locker	NO	Pump Rooms	—	—
Other Spaces	NO		—	—
	—		—	—
	—	Have Tanks now Examined been Cleaned as Necessary?	NONE	
	—	Have Struts in Cargo Tanks (of Tankers) been removed?	—	
	—	Have Tanks been Retested as necessary after completion of any Repairs?	NONE	

Have the spaces now surveyed been cleared and cleaned as necessary? NONE

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? SHELL RECOATED

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? NONE

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	—	Cement or Asphalt	—	Air and Sounding Pipes	part end. Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	—
Decks	part end. 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	MAST RENEWED
Coamings and Casings	Good	and closing appliances	—	(State if wedges removed)	—
Beams and Fastenings	—	Companionways and Skylights	Good	Chain Locker	—
Frames	—	Shell Openings	—	EQUIPMENT	
Reverse Frames	—	Ash Shoots	—	Equipment Letter	n
Longitudinals	—	Overboard Discharges and Scuppers	—	Anchors, No. of 3B & 15	Condition Good
Transverses	—	Freeing ports	Good	Cables (State if now ranged and examined)	NOT RANGED
Floors	—	Steering Gear (Main and Auxiliary)	Good	" length (on board)	—
Keelsons	—	examined and found	Good	" Rule length	Size
Stringers	—	Windlass examined and found	—	Hawsers and Warps	SUFFICIENT
Inner Bottom Plating	—	Pumps	—	State if any Anchors or Chain Cable have	NONE
Bulkheads and Tunnel	part end. Good	W.T. Doors	—	now been supplied or retested, if so,	—
				complete Report 8(Eq) and attach.	—

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? NONE See Below —

REMARKS, REPAIRS, Etc. (Contd.)

Stemframe gudgeon alignment checked & found satisfactory.
 Shell plating capped in way of top gudgeon & welded.
 Rudder stock renewed (SUNBELAND) CERTIFICATE N.O.F. 19896 ATTACHED.
 Rudder arms failed; Rudder gudgeons built up with electric welding & rebored in line. Lower rudder coupling faced, rudder arms built up with electric welding where necessary to new facing surface with plate.
 Rudder plate & coupling bolts renewed.
 4 steel gudgeon bushes renewed.
 4 pulleys renewed.
 1 buffer spring adjusting belt renewed.

Survey Fee
 (a) DAMAGE SUPPL. £ 21-0-0
 (b) DAMAGE MAST 3-3-0
 (c) DAMAGE SHELL PL. 2-2-0
 Travelling Expenses (if chargeable) 2-4-4
 SPECIAL ATTENDANCE FEE 4-4-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered 9/12/57

No. 9a

Port of SOUTHAMPTON.

Continuation of Report No. 24568. dated 6th DECEMBER, 1957, on the

col William CASH
 Steering chains tested.
 Main steering gear & emergency gear were tried upon the completion of the repairs & found in good working order.

The repair to the top stemframe gudgeon in our opinion can be considered as a permanent repair, but we recommend that it be examined at the vessel's next drydocking.

DAMAGE to the FORECAST

The wood forecast was found split & fractured.

Repairs:—

Wood forecast renewed.

DAMAGE to the PORT QUARTER SHELL PLATING

D' STRAKE No. 4. PLATE for aft set is along upper landing.

E' STRAKE No. 4. PLATE for aft set is along lower landing.

1 ships wide frame slightly distorted in way.

The Owners representative requested that repairs be deferred till the vessel's next special survey. This request in my opinion merits the favourable consideration of the Committee.



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