

Rpt. 8

Date of writing Report 10/2/59 When handed in at Local Office 14/2/59 Port GLASGOW Received London 25 FEB 1959 No. 19666
Survey held at TROON No. of Visits 4 First Date 31/1/59 Last Date 9/2/59

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. 64241 on the hull or Steel ~~M/S~~ S.S. "HOLDERNESS"
Built at WIVENHOE By Whom RENNIE, RITCHIE & NPT S.B. CO. LTD Tons gross 982
Year 1920 Month 12
Owners HOLDERNESS S.S. CO. LTD Owners' address (If not already in R.B.)
Managers Port of Registry HULL
Surveyed Afloat or in Drydock DRYDOCK Name of Dock AILSA SHIPYARD - TROON Date of last exam. in Drydock 9/2/59

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

Last Report: No. 64109 Port. CH
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.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
BS *	2/58	MBS. *	M 11/55
S.S.	IRV (D.R.) 11/55	BS.	M 2/58
		T.S.C.L.	1/57
		S.P.	11/55
	N.S.		O.F. 11/55

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 OWNERS. Freeboard as marked on ship and now verified 1 ft 8 ins OFFERED & DECLINED Was a damage report made by anyone else? If so, by whom? NONE

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGES : CONDITION : A.F.S. : W. & T. REPAIRS : S.R.L. APPENDIX.

DAMAGE N° 1

Stated caused by Heavy Weather, voyage Blyth to Londonderry 23rd to 29th January 1959. Found:- Shell plate C-4 from fore, P, holed neat to butt with C-3. Now Done:- Forward part of plate cropped and part renewed (3 ft of area), N° 1 D.B. Tank in way tested satisfactorily, also part of repair above tank top, hose tested satisfactorily.

DAMAGES N°s 2 & 3

Causes and dates unknown. Found:- Side shell abreast fore end of N° 1 hatch P & S set in. Plating etc examined and found to be efficient meantime, but it is submitted that repairs be carried out at next Special Survey with entry in S.R.L. "Set in shell plates D-3 & E-3 S.F. and D-4 & E-3 P.F., etc, to be dealt with at next S.S."

WEAR & TEAR REPAIRS

Rudder lifted, bottom pintle and 3rd pintle (from bottom) renewed, 2nd, 3rd & top gudgeon bushes renewed. 3 rivets in rudder arms ring-welded, a few rivets on stemplate ring-welded. Chain steering gear stripped, chains annealed, buffer springs &

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

Has a Survey also been held on machinery of the Ship? Yes Now Is Classification Certificate required? If so, to be sent to Has Interim Certificate been issued? Yes

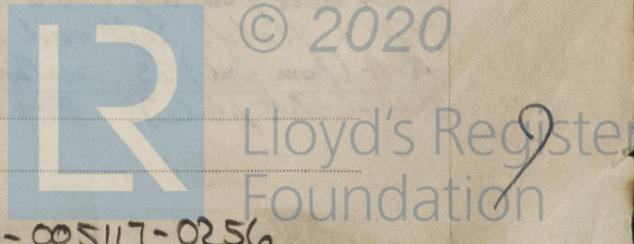
GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without 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 4.55, and the notation of S.S. . . . 1.55".

This ship, so far as now seen, is in a satisfactory condition, and is eligible, in my opinion, to remain as now classed, with fresh record of dry-docking 2.59, subject to "set-in shell plates D-3 & E-3 (S.F.) and D-4 & E-3 (P.F.), etc, being dealt with at next Special Survey"

J. B. Taylor
Surveyor to Lloyd's Register of Shipping

Date of Committee GLASGOW 24 FEB 1959
Minutes DS 2.59, Subject J.B. Taylor
MBS 2.59

Noted for Header



005107-005117-0256

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DAM, COND^N & AFS SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
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 except No 1 (for repairs)
Hatchways, Covers, closing and securing appliances	Yes		Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Yes		Deep Tanks	None	-
Hold	Generally Yes		Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks	None		Side Tanks	None	-
Fore Peak Spaces	No		Wing Tanks	None	-
After " "	No		Other Tanks	None	-
Engine Space	No		Cargo Tanks (Tankers)	None	-
Boiler " "	No		Cofferdams	None	-
Under Engines and Boilers	No		Pump Rooms	None	-
Tunnel and Well	None				
Coal Bunkers	None				
Chain Locker	No				
Other Spaces	None				
Have Tanks now Examined been Cleaned as Necessary? -					
Have Struts in Cargo Tanks (of Tankers) been removed? -					
Have Tanks been Retested as necessary after completion of any Repairs? Yes No 1 O.B.					
Have the spaces now surveyed been cleared and cleaned as necessary? No (Heavy scale in holds)					
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 steelwork had rust removed and afterwards been recoated as necessary? No					
Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -					
Has a Load Line Survey been held? Yes If so, state which Annual					
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	Satisfactory	Ceiling and Cargo Battens	Satisfactory	Sluice Valves examined and found	-
" " in way of side scuttles	not end	Cement or Asphalt	not examined	Air and Sounding Pipes	not examined
Rudder and Sternframe	Satisfactory	Cargo and other Hatchways	Satisfactory	Doubling Plates under Sounding Pipes	not examined
Decks	Satisfactory	Hatches and closing appliances	Satisfactory	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Satisfactory	Ventilators, their coamings and closing appliances	Satisfactory	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	Satisfactory	Companionways and Skylights	Satisfactory	Chain Locker	not examined
Beams and Fastenings (Generally in Hold)	Satis.	Shell Openings	none	EQUIPMENT	
Frames (Generally in H)	Satisfactory	Ash S'hoofs	-	Equipment Letter	CT. 951 C 23/16
Reverse Frames	Satisfactory	Overboard Discharges and Scuppers	Satisfactory	Anchors, No. of	38. 15. 1K. Condition not end
Longitudinals	-	Freeing ports	Satisfactory	Cables (State if now ranged and examined)	No
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Satisfactory, both tried out	" length (on board)	Stated beam diam.
Floors	not examined	Windlass examined and found	Satisfactory	" Rule Length	Complete Size
Keelsons	"	Pumps	not examined	Hawsers and Warps	Sufficient
Stringers	"	W.T. Doors	none	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Inner Bottom Plating	"				
Bulkheads and Tunnel (In H)	Satisfactory				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below Appointed to S.R.L. "Shell plates F2 & 3 (S.S.F) and sheerstrake plates No 2 & 3 & No 3 in strake below (P.S.F.) int'd, examined and found to continue efficient.

REMARKS, REPAIRS, Etc. (Contd.) W. & T. REPAIRS CONTINUED
 Warwick screws, sheaves, pins, shackles examined, one sheave pin and one shackle renewed, gear reconnected, rudder turned by power and hand wheel, satisfactorily
 Stem bar a few leaking rivets overhauled, plate edges caulked. (16 rivs)
 A few leaking rivets on forward keel plate ring welded. (30 rivs)
 Scrubbed rivets renewed in 'C' strake (bilge strake) S.S.F, other scrubbed rivets in way upper landing P & S. ring welded. (approx. 30) also at boss plate S.S. (2)
 Upper deck plating (Fore Well) 1st inboard from stringer, S.S. aft doubled locally.
 No 2 Hatch aft end roaming doubled, 3 hatch beams of No 1 hatches doubled.
 A-4 (from fore) S.S. sealed, grooving found, plate doubled for after 4 frame spaces
 Bottom shell plate] Fore Peak & No 1 O.B. suction pipes part renewed inside O.B. Tanks.

Survey Fee
 D.W. & T. RPRS 24-4-0
 (No 1) - Special Damage or Repair Fee (if any) 24-4-0
 Travelling Expenses (if chargeable) 2-0-0

Second Surveyor's Fee (if any)
 Lloyd's Register Foundation
 24 FEB 1959
 Date when A/c. Rendered

