

17 MAY 1965

Ship's Name ~~SS/MS~~ "W.D.ATLAS" ex "MERSEY ENGINEER"
 Gross tons 749 Port of Registry LIVERPOOL Port Lisbon
 Date of build 8-1949 Is there a Rpt. 9? Yes Rpt. No. 11035
 No. of visits 7 First date 5-4-65 Last date 13-4-65
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only)
 Date of completing rpt. 7th May, 1965 Surveyed at, if different from Port above
 Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D.
 Has a Load Line Survey been held? Summer freeboard as verified

State which additional Rpt. 8 is attached: (~~CS~~) (~~PS~~) (~~DP~~) (~~EQ~~) (~~PI~~)

Survey fees Esc:- 2.000\$00 Damage fee Esc:- 2.500\$00 Expenses Esc:- 300\$00

Alterations

S.A. fee ✓

I have surveyed the above-named ship in accordance with the Rules for Damage ; Alterations.

Damage - Stated to have been caused by heavy weather experienced on the voyage, England to Australia, necessitating eventually a request for assistance. Assistance rendered by the tug "HERMES" at 21.00 hours on the 3rd of April 1965, whilst in a position 38° 15' north 09° 40' west which towed the vessel to Lisbon and arriving 4th April 1965.

FOUND

Midship crew accommodation skylights leaking.

Dredge ladder temporary support, from a barge fixed to the main deck and being used as a temporary fuel container, causing fracturing of the barge deck plating.

P.T.O.

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 ~~the~~ docking survey and subject to all special conditions of class being dealt with as previously recommended.

MI.

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

Date of Committee

Minute

FRIDAY - 4 JUN 1965

E. Hardcastle
Surveyor to Lloyd's Register of Shipping

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005293-005300-0185 1/3

action 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

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

Dredge ladder temporary stoppers in dredge well not bearing on ladder causing ladder to vibrate.

Slight water leakage from aft peak into steering machinery room.

Repairs carried out

Midship crew accommodation skylights rejointed and extra tightening screws fitted.

Dredge ladder temporary supports, from barge fixed to main deck, cut away and barge plating fracture welded.

Dredge ladder temporary stoppers in dredge well fitted with welded pads to prevent vibration of ladder.

After peak leakages made tight by welding.

Alterations (requested by Owners' Representative)

Top dredge bucket tumbler, shaft and gear wheel unit removed from working position and secured fixed on main deck aft in an effort to improve the vessel's stability.

Rudder (flat plate, welded) removed and area increased aft to improve the steering capabilities of the vessel.

Vessel stated to be yawing and requiring large amounts of helm before response from the vessel.

Extension aft 250 m.m.

Plate thickness as rudder plate.

Arms extended also.

Stated speed of vessel 6 knots.

Steering tested on completion and found satisfactory.

Rudder extension considered satisfactory to remain as a permanent alteration due to the low speed of the vessel.

Note - See also report 9A with respect to damage items.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Port LISBON

Rpt. No. 11035

to engage with the bucket driving wheel.

(Item 2) - Water stated to be coming from the deckhead above the main switchboard and cascading on the switchboard.

This was found to be an engine - room pipe connected to a starboard sea box, the pipe now being obsolete and fractured at the deckhead. Since the valve at the sea box was open the water had been able to enter at the sea box and issue forth at the deck head above the switch-board when the vessel rolled.

(Item 3) - Engine-room after athwartship exhaust steam pipe to condenser fractured longitudinally over four feet. This pipe appeared not to be seamless.

(Item 4) - Funnel guys stated to be insecure.

(Item 5) - Starboard forward (temporary) fuel oil side tank. It was stated that oil could not be removed from this tank due to a combination of the following.

Viscosity of the heavy fuel oil carried.

Lack of suitable tank heating. (Tank contained heating coil around suction only).

Distance of tank from transfer pump.

Size of transfer pump (Transfer pump being the emergency boiler service pump).

(Item 6) - Boiler-room fuel oil bunker extended spindles bent at main deck level.

Repairs carried out

(Item 1) - The dredge pinion withdrawing mechanism consists of a split clip bolted to the crankshaft forward extension, within the upper half of this clip revolves a threaded spindle which moves the dredge mechanism pinion in or out of gear.

Upper half of cast iron clip fractured and now renewed in mild steel. Stopper plates were also clipped to the crankshaft extensions, port and starboard, as a further safe guard against engagement of the dredge mechanism pinions. This being a temporary arrangement.

(Item 2) - Sea box suction valve blanked.

(Item 3) - Exhaust steam pipe renewed.

(Item 4) - Defective funnel guys renewed by crew with vessel's spares.

(Item 5) - Starboard forward (temporary) fuel oil side tank emptied by shore pump and fuel oil transfered to the boiler-room bunkers.

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Port and starboard forward (temporary) fuel oil tanks filled with diesel oil.

After filling of the above tanks with diesel oil a leakage from the port side was observed to the chain locker. The port tank was transferred to the a barge fixed to the main deck which was being used as a temporary bunker and on examination of the port side tank a hole was found in the bottom frame and bulkhead connecting tank to chain locker. It was assumed that this hole, due to it being near the bottom of the tank, was previously plugged with dirt.

A jointed bolt with washers now fitted.

(Item 6) -- Boiler-room fuel oil bunker extended spindles faired.

E. Hardcastle.

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Surveyor to Lloyd's Register of Shipping.

MI.

