

Rpt. 8

Port FLEETWOOD. 817

No.

156350

Date of writing Report 29/3/61.

When handed in at Local Office

Received London

Survey held at Fleetwood.

No. of Visits 5

First Date 9/1/ 19 61.

Last Date 17/3/ 19 61.

## 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.

69826

on the Iron or Steel

S.S.

S.T. " LORD PLENDER ".

Tons gross 398

Built at Selby.

By Whom Cochrane &amp; Sons Ltd.

When 1933

Month 10

Owners Wyre Trawlers Ltd.

Owners' address  
(If not already in R.B.)

Port of Registry Fleetwood.

Managers

Surveyed Afloat or in Drydock Both.

Name of Dock Fish Dock.

Date of last examn. in Drydock 11/3/61.

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

Last Report: No.

154374

Port

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS  
Date of Special and of Drydocking Surveys, etc.

Machinery

+ 100A1. 11,59.

trawler.

S.S. (Dr) 2/58.

+ LMC.

ES. 2,58.

BS. M. 1,60.

TS(CL). 4,58

SPS. 4,58.

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

Freeboard as marked on ship and now verified

Not required

Was a damage report made by anyone else? If so, by whom? U/Writers Surveyor. Fleetwood Mutual Association.

EXAMINATION AND REPAIRS AS PER RULE FOR GROUNDING DAMAGE.

Attended on board vessel at Owners' representative's request to examine damage stated to have been sustained on 14th December, 1960, and due to grounding whilst leaving the port of Stornaway at night, after landing sick crew member. For further particulars please see log books.

**FOUND :-** Sternframe fractured through skeg and rudder post above top and bottom gudgeons. Rudder frame fractured through top and bottom gudgeons. Rudder stock bent and twisted through 15°. Tiller yoke fractured through arm (p.s.). Steering gear gypsy chain and quarter chains strained and links distorted.

**RECOMMENDED AND NOW DONE :-** Renewed sternframe in its entirety (SLD. 4417) attached.  
Renewed rudder stock and tiller yoke (SLD. 4465 & 4466) attached.  
Renewed rudder as per approved plan and associated notes (attached).  
Renewed steering gear chains and rod fork end pins ( Cert.No. 67540. C.H. 8-3-61).

Sternframe manufactured to builders original plan and templates taken from vessel on slipway.

Examined aft peak tank before refitting sternframe and all found satisfactory.

New sternframe fitted and aligned to place, for shafting and rudder pintle alignment, and marked off for drilling (sterntube removed). Sternframe fitted, aligned to place and bolted up. Sterntube boss plating plug welded through original rivet holes, and lap edges fillet welded. Sternframe and bar keel scarff re-riveted.

CONTINUATION OVER/ SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								Sternframe, Rudder & Stock.
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

Yes

Is Classification Certificate required? ~~XXXXXX~~ No

If so, is the Report sent now, or when will it be sent?

Now

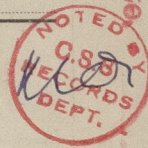
Has Interim Certificate been issued? Yes.

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 so far as now seen, is in good order, and eligible in my opinion to remain as now classed, fresh record of D.S. 3/61.

S.S. Appendix as previously.



C.S.S. Records Dept. to note

J. A. M. Sutcliffe  
Surveyor to Lloyd's Register of Shipping

Date of Committee

LIVERPOOL 11 APR 1961

Minute

261.

T.S. (CL) 261.

MBS 261.

40m, 3,58 T.



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR GROUNDING DAMAGE.

SURVEY

On Cont. Sheet

Continuation of Ship/Mch. Report No. 827

Continuation of Report No.

dated 29-3-61.

on the

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. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	None.	
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds	No	Fresh Water Tanks	No	No
		Deep Tanks	None.	
"Tween Decks	None	Oil Fuel Bunkers and Settling Tanks	None.	
		Side Tanks	None.	
Fore Peak Spaces	No	Wing Tanks	None.	
After " "	Yes	Other Tanks Liver oil.	No.	
Engine Space	Yes			
Boiler " "	No	Cargo Tanks (Tankers)	None.	
Under Engines and Boilers	Yes			
Tunnel and Well	Yes	Cofferdams	None.	
Coal Bunkers	No	Pump Rooms	None.	
Chain Locker	No			
Other Spaces	No.			
		Have Tanks now Examined been Cleaned as Necessary?	Yes.	
		Have Struts in Cargo Tanks (of Tankers) been removed?	None.	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes.	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes.

Have the bilges been cleaned out and examined? Yes.

Has cement in bottom been examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.

Has a Load Line Survey been held? None.

Have the shell and deck plating been drilled as per Rule? Not required. 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 &amp; 3—Yes, or All—

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cabin Space	Good	Sluice Valves examined and found	-
" " in way of side scuttles	None	Cement or Asphalt	E.R. Space-Good	Air and Sounding Pipes	Aft Peak -
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Aft Peak -
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained	From dec
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Not exam
Beams and Fastenings	E.R. Space - Good	Companionways and Skylights	Good	EQUIPMENT	
Frames	E.R. Space - Good	Shell Openings	Good	Equipment Letter	"I"
Reverse Frames	E.R. Space - Good	Ash Shoots	None	Anchors, No. of 2B & 1S	Condition Go
Longitudinals	None	Overboard Discharges and Scuppers	Good	Cables (State if now ranged and examined)	Not ra
Transverses	None	Freeing ports	Good	" length Stated	mean diam.
Floors	E.R. Space - Good	Steering Gear (Main and Auxiliary)	Both	" (on board)	Complete
Keelsons	Not examined	examined and found	Good	" Rule Length	Size
Stringers	E.R. Space - Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Inner Bottom Plating	None	Pumps " " "	Good	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel	Aft peak - Good	W.T. Doors " " "	Good	now been supplied or retested, if so,	No
				complete Report 8(Eq) and attach.	

Have ~~any~~ or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, Etc. (Contd.) S.R.L. Appendix No. 7 :- "D.10 (s.s) indented "

NOW DONE :- Examined rivetting and caulking of plate No. 10 'D' strake (s.s) and considered to remain efficient.

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £26-5-0

When A/c. Rendered

Travelling Expenses (if chargeable)

01.0.55 T. (MADE AND PRINTED IN ENGLAND.)



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