

Rpt. 8

/NK

Port NEWCASTLE-ON-TYNE

No. 117176

Date of writing Report 29.6.60

When handed in at Local Office 1- JUL 1960

Received London

Survey held at SOUTH SHIELDS

No. of Visits 7

First Date 2.6. 19 60

Last Date 17.6. 19 60

# 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.

36184

S.S.

on the Iron or Steel M.S.

"WILLIAM PEARMAN"

Tons gross 1452

Year Month

No. 837B

Built at Burntisland

By Whom Burntisland S.B. Co. Ltd.

When 1942

Owners Central Electricity Generating Board

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

Managers Stephenson Clarke Ltd.

Port of Registry London

Surveyed Afloat or in Drydock Both

Name of Dock Brigham & Cowan Co. Ltd.

Date of last examn. in Drydock 10.6.60.

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

Last Report: No. 116219

Port NWC

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.		
+100A1 with a freeboard	ssY	+TMC
SS 6.56	ssY	B 6.56
d 5.59	ssY	B M 5.59 d 5.59
	ssY	TS CL 5.59

Give dates and references to any letters relating to this Report. London letter dated 23.5.60. Ref. GWL/MOP

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.

Freeboard as marked on ship and now verified 5 ft 11 ins

Was a damage report made by anyone else? If so, by whom? No

EXAMINATION AND REPAIRS AS PER RULE FOR General Examination for postpontement of Special Survey. (Vessel 18 years old)

Repairs now done:- A number of scrubbed shell rivets now welded.

Rudder lifted:-

2 Gudgeons built up with welding machined and rebushed.

Cables Ranged and examined.

Port anchor shackle pin renewed

Approx. 60 shackles hardened up.

No. 1 Hold

Hatch coaming on portside part cropped above hatch foundation bar and lower portion including coaming flange renewed.

10 beam end lugs in way faired in place.

Repairs water tested and proved satisfactory.

No. 2 Hold

Hatch coamings p and s part cropped above hatch foundation bar and lower portion including coaming flange renewed.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed			Good				Part ext Good	
Removed and Faired or Repaired			Good				" Good	
Faired or Repaired in place			Good				" Good	

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

Is Classification Certificate required? If so, to be sent to

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

Has Interim Certificate been issued? Yes copy forwarded to Owners to be placed on board vessel.

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 my opinion to remain as classed with fresh record of drydocking 6.60 subject to set up shell plates A7, B5, 6,7,8, C,6,7 (s.s.f) A9, B6,8, C6,8 (p.s.f.) also keel plate No.7 (fwd) to be specially examined and dealt with as necessary by next Special Survey.

W.E. Blair, Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 11 AUG 1960

Minute

DS 6.60 subject

MBS 6.60 DBS 6.60 SPS 6.60

Postponement SS until 6.61 approved

Write Note (h) re pp ss



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Lloyd's Register Foundation

005377-005386-0244

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

GENERAL EXAMINATION

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	Yes	
Rudder lifted	Yes	A.P. "	Yes	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No. 1 Part F.R. Fresh water	
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	
Hold	All	Oil Fuel Bunkers and Settling Tanks	None	
Tween Decks	Yes	Side Tanks	None	
Fore Peak Spaces	Yes	Wing Tanks	None	
After " "	Yes	Other Tanks	No	
Engine Space	Yes	Cargo Tanks (Tankers)		
Boiler	Yes	Cofferdams		
Under Engines and Boilers	Yes	Pump Rooms		
Tunnel and Well	No			
Coal Bunkers	Yes Part			
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

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? **No**

Have the bilges been cleaned out and examined? **No** Has cement in bottom been examined? **Yes part**

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? **None**

Has a Load Line Survey been held? **Yes** If so, state which **Annual**

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 & 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	None	Sluice Valves examined and found	None
" " in way of side scuttles	Not exd	Cement or Asphalt	Part exd Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	None No
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	
Beams and Fastenings	Part exd Good	Shell Openings	Good	EQUIPMENT	
Frames	" " Good	Ash Shoots	Good	Equipment Letter	D
Reverse Frames	" " Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S Condition Good
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Good	" length	240 fms mean diam. 1.5/8"
Floors	Part exd Good	Windlass examined and found	Good	" (on board)	240 fms Size 1.5/8"
Keelsons	" " Good	Pumps " " "	Good	Hawsers and Warps	Sufficient
Stringers	" " Good	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so,	No
Inner Bottom Plating	" " Good			complete Report 8(Eq) and attach.	
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **See Below**

REMARKS, REPAIRS, Etc. (Contd.) **16 beam end lugs in way faired in place**

**Fwd. Bulkhd. 7 B.H. stiffeners and bottom lugs renewed.**

**Repairs water tested and proved satisfactory.**

**Fore Peak Tank.**

**Approx. 80 started rivets in knees and stringer connections renewed.**

**S.S.F. Set up shell plates A7, B5, 6, 7 and 8, C.6,7 (s.s.f) A9, B6 and 8, C6 and 8, p.s.f. also keel plate No.7 (fwd) to be specially examined and dealt with as necessary by next Special Survey".**

**These items examined and found to remain efficient meantime.**

Survey Fee **W & T Repair £10. 0. 0.**

Gen. Examn. **£25. 0. 0.**

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered **4 JUL 1960**

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