

Rpt. 8

Port LEITH

No. 25111

Date of writing Report 27.2.62.

When handed in at Local Office

Received London

Survey held at Berwick-on-Tweed

No. of Visits One

First Date and 19

Last Date 23.2. 19 62.

WRECK
SECTION

REPORT OF SHIP SURVEYS AND REPAIRS

WRECK
SECTION

No.

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No.

No. in R.B.

17954

on the Steel M.S.

"KINGSGATE"

Tons gross 545.

Built at Wallsend-on-Tyne

By Whom Clelands Successors Ltd.

Year 1949

Owners Hull Gates Shipping Co. Ltd.

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

Managers Craggs & Jenkin Ltd.

Port of Registry Hull

Surveyed Afloat or in Drydock on beach

Name of Dock Goswick Beach

Date of last exam. in Drydock

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

Last Report: No. 66365

Port Hull

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 Plates 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.

N.S. Pt. E.W. Mchy. Aft.

OIL ENGINE

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. unable to offer

Freeboard as marked on ship and now verified in Register Book

3 ft 10 1/4 ins

services at this stage - see report.

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

EXAMINATION AND REPAIRS AS PER RULE FOR

DAMAGE

Damage stated to have been caused through grounding on Goswick Beach on 17th February, 1962 whilst on a voyage in ballast Montrose to Sunderland.

At the Owners request attended on board the ship at 1 a.m. on the 23rd February, 1962 for the purpose of ascertaining if the ship would be seaworthy, should she be refloated, for a passage to a port for drydocking and repair.

NOW DONE :- The ship was found lying on a sand beach with a list to starboard. So far as could be seen the bottom plating is buckled from the forward end to the after end of No. 2 hold. Water was leaking from a considerable number of places either due to leaky rivets or plate fractures.

Nos. 1 and 2 holds were examined internally. No. 1 hold D.B. tank top was slightly buckled with several floor reverse angle rivets slack. No. 2 hold D.B. tank top was extensively buckled with a large number of floor reverse angle rivets slack. The starboard bilge was full of water and as the ship was on the sand at the time of survey it could not be ascertained if extensive leakage was taking place in this area when afloat.

The engine room appears to be only very slightly affected.

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								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

No

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

No

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

-

Has Interim Certificate been issued?

No

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".

For the information of the Committee.

D. B. Cook
Surveyor to Lloyd's Register of Shipping

D. B. COOK FOR N. M. KISSELL

Date of Committee

Minute

Transmit to London



© 2021

Lloyd's Register
Foundation

30m.5.55

005453-005461-0048 Y2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR.....		SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank	
Rudder lifted		A.P. "	
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)	
Hatchways, Covers, closing and securing appliances			
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks	
Holds		Deep Tanks	
		Oil Fuel Bunkers and Settling Tanks	
'Tween Decks		Side Tanks	
		Wing Tanks	
Fore Peak Spaces		Other Tanks	
After " "		Cargo Tanks (Tankers)	
Engine Space		Cofferdams	
Boiler " "		Pump Rooms	
Under Engines and Boilers			
Tunnel and Well			
Coal Bunkers			
Chain Locker			
Other Spaces			
		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?	

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

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

Have the bilges been cleaned out and examined?

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

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

Have the shell and deck plating been drilled as per Rule? If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? 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	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.
Inner Bottom Plating	W.T. Doors " " "	
Bulkheads and Tunnel		

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

Conditions of Class and S.R.L. Appendix - Nothing done at this time.

REMARKS, REPAIRS, Etc. (Contd.)

CONDITION OF CLASS - Subject to set up and indented keel plates K3, 6, 10 also shell plates B7, 4 (p.s.) A.3, 5, 6 and 7, B.4, 5, 6 and 7 (S.S.) also set in stem and stem plating etc. being examined and dealt with as necessary at the next drydocking and to indented shell plates D.3 and 4, E.3, 4 and 8, F.3, 4 and 5 (all p.s.) being specially examined and dealt with as necessary next drydocking.

S.R.L. APPENDIX - Keel and bottom shell plating (s.s.f.) in 'A', 'B' and 'C' strakes indented. Bow plates 2 and 3 (S.S.) in forecastle sheer and 1st strake below and No. 1 (S.S. from aft) in poop sheer 1st and 2nd strakes below slightly set in. Contd...2.....

Survey Fee

Special Damage or Repair Fee (if any) £ 10: 0: 0.
Late Attendance £ 5: 5: 0.
Travelling Expenses (if chargeable) £ 4: 13: 0.

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Rpt. Contn. Sheet

Port of LEITH

Continuation of Ship/Mech. Report No. 25111 dated

on the S.S./M.S. "KINGSGATE"

~~S.R.L. APPENDIX contd.~~

The Rudder was found imbedded in sand for about 2" and was stated to have been tested and found satisfactory when the after end of ship was afloat. It was further stated that when the after end was afloat the engines had been tried and found in order.

The Owners representative was advised that no certificate could be granted without a further inspection of Nos. 1 and 2 D.B. tank tops after cleaning and from the survey now carried out it was concluded that due to extensive bottom leakage the D.B. tank tops would require to be made efficient and watertight before refloating and a tug should be in attendance during the passage to port of repair.

Following the above recommendations the Owners Representative stated they would abandon the ship as from 10 a.m. on the 23rd February, 1962, and hand her over to the Salvage Authorities.

D.B. Cook;

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

D. B. COOK FOR N. M. KISSELL.



© 2021

Lloyd's Register Foundation