

Rpt. 8

Port Piraeus

No. 8931 -6. APR. 1961

Date of writing Report 1.4.61

When handed in at Local Office 1.4.61

Received London

Survey held at Kynossoura

No. of Visits 1

First Date and 19

Last Date 21.3.61 19

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.

74001

S.S.

"NORTHERN EAGLE"

Tons gross 10662

Year Month

When 1944

Built at

Pld

By Whom Kaiser Co. Inc.

Owners

Intercontinental Nav. Corp. & Transocean
Freighters Corp.

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

Monrovia

Managers

Port of Registry

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last examn. in Drydock

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

Last Report: No.

Port

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

+LMC

trawler

ES 4,56

SS(Dr) 4,57

MBS 8,58

DS 9,59

TS CL 4,57

Classed 10,48

SPS 4,57

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 ft ins

Rpt. attached herewith

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Damage Survey

Damage stated to have been sustained when the vessel came in contact with the S.S. "NEW YORK" at Kynossoura on the 13th and 14th March, 1961 due to strong winds.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND:

RECOMMENDED:

All damage on port side.

Forecastle sheer strake in forecastle space, To be heated and faird in place.

plate indented about 12" below forecastle

deck over a length of 3 frame spaces.

Forecastle after break plate indented.

To remove edge bar, fair plate in way and reweld bar, size: 14' x 4" x 7/8".

Foredeck abreast of No.3 tank, 10 rail stanchions with 3 tier railing bent.

10 stanchions with 3 tier railing to remove, fair and refit over a total length about 46'.

First strake below sheer, abreast of No.3

To remove 2 plates, fair and reweld.

wing tank and second strake adjacent below

Size of plate in 1st S.B.S. 36' x 5'3" x 3/4".

sheer plate indented in several places.

Riveted strap in way to be removed, faird and reriveted.

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								
Removed and Faird or Repaired								
Faird 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

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

-

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 classed without fresh record of survey, subject to above damage on port side and suspected grounding damage and all other outstanding conditions of class being dealt with at the next drydocking.

[Signature]

Surveyor to Lloyd's Register of Shipping

THURSDAY 27 APR 1961

Date of Committee

Minute

*As above subject
Deferred for dry docking*



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Foundation

008656-008668-0117 1/2

TABLE 1

"NORTHERN EAGLE"

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR				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		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		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space				
Boiler " "		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers				
Chain Locker		Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums 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 cement in bottom been 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

If so, Report 8(Dr) to be attached

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?

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
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

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

REMARKS, REPAIRS, Etc. (Contd.) FOUND:

RECOMMENDED:

First strake below sheer, after section of plate forward of the above and forward section

Size of strap: approx. 40' x 14" x 1".

of plate aft of the above locally indented.

Size of plate in 2nd S.B.S. 36' x 5'3" x 11/16"

First strake below sheer, forward end of

To be released, heated and faired in place.

plate indented in way of No.4 wing tank.

To be released, heated and faired in place.

Bridge deck, bulwark top bar bent over a length of 12'-0" & bulwark plating buckled in way.

Top bar 12' x 6" x 3" to crop, fair and weld and bulwark plating to fair in place.

Survey Fee £ 10. 0. 0

Second Surveyor's Fee (if any)

Special Damage or Repair Fee 15. 0. 0

Date when A/c. Rendered

Stamps 3. 0

Travelling Expenses (if chargeable)

Cont/...

Lloyd's Register
Foundation

-6. APR 1961

Rpt. Contⁿ. Sheet

Port of Piraeus

Continuation of Ship/Mat^y. Report No. 8931

dated 1.4.61

on the S.S./M/S. "NORTHERN EAGLE"

FOUND:

RECOMMENDED:

	3 plate stiffeners to remove, fair and reweld.
Bridge deck aftermost boat deck stanchion	Angle bar stanchion to crop, fair and reweld.
buckled.	Size: 8'-6" x 6" x 6".
	Boat deck drain pipe in way to remove for
	access and refit.
Boat deck, forward bulwark plate	Bulwark plate to fair in place,
indented.	Top bar and 3 stiffeners in way to remove,
	fair and reweld.
Port life boat third plank below sheer	One plank size, 10'-0" x 4" x 1/2" to
(ps) broken.	renew, including caulking and painting.
After deck, forward of main mast,	8 stanchions with 3 - tier railing and 1
8 stanchions with 3 - tier railing bent,	portable length of railing to remove, fair
also one portable length of railing.	and refit.
Hand railing abreast of main mast bent	Top pipe railing to renew for 10'-0" x 1 1/2"
and distorted over a length of 10 ft.	iron pipe.
	2 lower tiers and 4 stanchions in way to
	remove, fair and refit.
Sheer strake abreast No.5 tank locally	To be released and faired in place.
indented.	

Internal Damage

Internal damage could not be ascertained, the tanks being partially full of water, but judging from the shell plating damage, the following shell and web frames have to be dealt with:-

Three (3) longitudinal angle bar frames	To be cropped for a length of 38' x 14" x 4"
set in.	each, faired and rewelded in position.
Three (3) web frames affected.	To be cropped for a length of 12' x 18" x 1/2"
	each, faired and rewelded in position.
Three (3) web frame face plates affected.	To be cropped for a length of 12' x 9" x 1/2"
	each faired and rewelded.

General

Three cargo wing tanks in way of above damage to be emptied, cleaned and made gas free for hot work.

On completion of the above permanent repairs, tanks to be hydraulically tested.

Distorted steel work to be recoated externally after repairs.

Stores and obstructions in way of forecastle sheer strake in forecastle space to remove for access and after repairs to be replaced in position.

It was also stated that the vessel dragged her anchors and was shifted aft by one length of cable and touched bottom.

Damage, if any, in way of stem are to be ascertained at next drydocking.

All repairs have been deferred until the next drydocking at the owners' request.

Vessel laid up at Kynosoura.



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