

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd July 1955 When handed in at Local Office 19 Port of Rotterdam
 No. in Reg. Book 00872 Survey held at Bolnes Date, First Survey 12th March Last Survey 5th July 1955
 on the Wood, Iron or Steel M/s. ALFRED PLYM (No. of Visits 30)

TONNAGE — Built at Bristol By whom C. Hill & Sons, Ltd. When 1936 MONTH 12
 GROSS 454 Owners Plym Shipping Co. Ltd. Owners' Address
 UNDER DK 249 Managers
 NET 132 Port belonging to Plymouth

Surveyed Afloat or in Dry Dock? both Name of Dock Boole - Bolnes Destined Voyage Plymouth
 Cell DBor DBa feet: uE&B feet: f feet: f
 total capacity tons. FPT tons: APT tons: MT feet: tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No 8348 Port PLY

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Yes. To Owners

Representative - but not required

Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE FOR

Damage Survey and Repairs
 Special Survey
 Conversion

Damage Survey and Repairs

The ship was reported to have sustained various grounding and contact damages but exact particulars could not be obtained.

Ship placed on the way. Hull plating, frames and rudder cleaned, examined, ground and made in good condition and repaired.

Up on examination various bottom and hull plating were found to be indented incl. internals in way. The following repairs carried out: These were removed, joined and refitted, complete.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	35							
Removed and Faired or Repaired	27							
Faired or Repaired in place ..	27							

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks		Ceiling		Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	
Coamings		Cement or Asphalt		Oil Bunkers	Good	When fitted, Month	Year
Beams & Fastenings		Rudder		Scuppers		Boats	Good
Outside Plating		Steering gear and its connections		Cargo Hatchways		Masts, Yards, &c.	
" " in way of sidelights		Windlass		Hatches		Condition, how ascertained	Good
Frames		Have pumps been examined and found		Planking		(State if wedges removed.)	
Reverse Frames		efficient?		Caulking		Equipment letter	
Longitudinals		Have Sluice Valves been examined and found		Treenails		Anchors, No. of	Complete
Transverses		efficient?		Breasthooks & Stemson		Cables (State if now ranged)	Yes ranged.
Floors		Have Watertight Doors been examined and		Transoms, Pointers & Crutches		" length 255 mean diamr. 4 1/2"	
Keelsons		found efficient?		Timbers of Frame at openings		" Rule length 195 size 1 3/16"	
Stringers		Have Ventilators and their Coamings been		" " at other places		Chain Locker	Good
Inner Bottom Plating		examined and found efficient?		Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Have the Tanks been examined internally?	Yes	Air and Sounding Pipes		Salting		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes	Doubling Plates under Sounding Pipes		State of examined		Sails	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

It is submitted the ship is eligible to remain as classed with fresh record of survey 6.55 and to have the notation of SS. Rot 7.55

Survey Fee (per Section 23)	£ 900.-	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 975.-	24 4	19.55.
Travelling Expenses (if chargeable)	£ 40.10	Received by me	
Second Surveyor's Fee (if any)		19.	

Committee's Minute

R.B.W.

Character Assigned

L.R. Ror.

TUESDAY 1 OCT 1955

6.55 Bolnes, without Spl. Condition (L.R.)

(delete endorsement) S.S. Rot 7.55

S. 4.55 + LMC 7.55

Surveyor to Lloyd's Register of Shipping.

009896-009903-0037 1/2

M.V. ALFRED PLYM

Internal Structure of Afterpeak found to be worn. 2 stock and 4 bds stg. found
deck plates, 10 shell plates, 4/ found incl various marks etc. removed.
Tank plating of deck cropped and partly renewed at various places.

All spaces previously cleared, ceiling, lining, cement and rust removed and space
cleaned as required. Rudder afterwards soaked as required and ceiling and lining
replaced.

Conversion. (See Pdam Letter 3-3-55 and London reply 22-3-55)

The tip lengthened by 29'6" aft of bnd between hold No 1 and 2.
apex deck forward raised to level of raised quarter deck. Shell and deck plating fitted
and bottom strengthened till 25' from stern all as indicated on approved conversion
plan (Midship section and Shell plating). See also attached plans
Nos C 11 and C 12 (comp) reports made. New fuel tank arranged and markings cut in
and painted - verified and found correct.

The equipment made equivalent to Rule requirements for letter 'I'.

Rules: 195 fms 1 1/2" chain cable - weight 141.25 cwt

to board: 255 fms 1 1/2" chain cable - weight 147.25 cwt

Rules: 3 Stockless anchors each 13.8 fms cwt → 41.625 cwt

to board: 2 " " 12.6 cwt → 25.2 cwt

1 " " 10.25 cwt

Total 35.45 cwt

See for further particulars Marking form of anchors and cables

S.R.L. Subject: All items dealt with as mentioned before

S.R.L. Endorsement: date

Attached:

Copy of interim certificate

Report C 12^a (sent previously with our F.O. letter dated 1st July 1955)

Copy of short term load line certificate as issued
certificate of rudder head

Plans:

Midship section and Shell plating

Cross sections

General arrangement

Rudder plan

N.B. - If this Report is copied by any Press, official use must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Kind in place. Kelp No 2, 3, 6 and 7 renewed. No 8 cropped and pty renewed
and No 4 and 5 joined in place. P.S. A 3, 5, 6 renewed. A 2 and 7 cropped and
partly renewed. B 3, 4, 5, 6, 7, 8, 9, 10 (stamped) E 1 and 2 renewed. C 1, 5, 6, 7, 8
cropped and pty renewed. A 4, B 1, C 2, D 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Further on rudder coupling, was found to be slack and worn. Rudder coupling
and rudder head incl. bushings and bolts renewed (see attached certificate)
After completion rudder was found to be in good working order.

Special survey due 9.55. Ship 19 years old.

To examination in the way of order. Damage survey. Ship registered 6.55.

Examined holds, top and after peak, space, engine space, pty in way of stowage
deck, hatchways with closing appliances, anchors and cables, chain locker, moor
hoisting, turning gear, auxiliary steering gear, windlass, general equipment

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
1st Bower	1st Bower	10	3	13	10	3	13	10	3	13	—	Schiedam 26.5.55 H. Delwel
2nd "	2nd "	12	1	17	12	1	17	12	1	17	—	ditto
3rd "	3rd "	12	1	17	12	1	17	12	1	17	—	ditto
Collective Weight		35	2	19				41.625				
Stream												
Kedge												

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

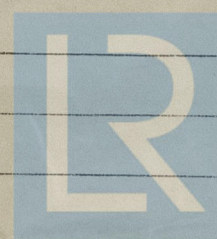
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
1503, 1504	6 x 15	1 1/8	30.7	24.5	35.0-7	35.0-7	195	1 1/8	195 fms. 1 1/8" dia.	—	Schiedam 26.5.55 H. Delwel
1502	11 x 15 1/2	1 1/8	18	—	91-1-5	91-1-5	—	—	—	—	"
					156-1-12	141.25					
Iron Stream Chain or Steel Wire											

M.T. dunn, bilge coamings and corner, bracing and air pipes (striking) etc.
fitted. Cupboard, coamings, canvas battens and boats and found in good condition.

Repairs

R.G. deck plating about Hatch No 2 was found to be corroded. Deck plating about
Hatch No 2 port and star renewed. Rudder chain cables annealed, repaired and
tested as necessary. Various bilge coamings, air pipes, dunn, hatch coamings etc.
renewed.

See continuation sheet



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