

Rpt. 8

/H

7 JAN 1958
6-1-58

NEWCASTLE-ON-TYNE

No. 114939

Date of writing Report 4-1-58

When handed in at Local Office

Received London

Survey held at South Shields

No. of Visits 6

First Date 11-12-57

Last Date 19-12-57

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.

31388

on the Iron or Steel ^{S.S.} "TOLWORTH"

Tons gross 1351

Built at Burntisland

By Whom Burntisland S.B. Co. Ltd.

When 1930 Month 10

Owners South Eastern Gas Board.

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

Managers A.G. Gostelow

Port of Registry London

Surveyed Afloat or in Drydock

Name of Dock John Readhead & Sons, Middle Docks Co.

Date of last exam. in Drydock 19-12-57

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

Last Report: No. 114738

Port *None*

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 Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 with freeboard	+LMC
SS Shl.(Dr) 9,55	9,55
D.S. 1,57	M 10,57
	CL 1,57
	Steam Pipes 9,55

Give dates and references to any letters relating to this Report.

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 - to**

Freeboard as marked on ship and now verified **NOT VERIFIED**

Owners - Not required.

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

EXAMINATION AND REPAIRS AS PER RULE FOR ANNUAL SURVEY & DAMAGE.

REPAIRS WEAR & TEAR:-

Shell:-

A number of scrubbed and corroded rivets in side shell in way of hopper side tanks and in way of No.1 D.B. Tank keel plate welded.

Steering Chains:-

Removed, annealed and replaced. Port side guide sheare to quadrant fitted with brass spacer pad on underside to take up wear down on sheare boss. Wheels to cages of buffer springs renewed.

Note:- Shell plates Bl(ssf) in way of Fore Peak Tank and D10(psa) and D10(psa) in way of after hopper tank showed signs of grooving.

It is submitted that these plates be further examined next dry docking and be dealt with as necessary.

General Note:- It was noted at the second docking that a repair in the form of a welded doubling, had been made to shell plate D10 (psa).

This was examined when the hopper tank was pressed up and found satisfactory.

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1 Pt.							
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? If so, to be sent to **Not required**

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

Has Interim Certificate been issued? **Yes - Copy attached and a copy placed on board.**

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 ship, so far as now surveyed, is eligible in my opinion, to remain as classed with record of docking 12,57 subject to set up bottom plating etc. (ssa) and grooved shell plating Bl ssa and D10 (psa) being examined at next dry docking and being dealt with as necessary.

A.I.L.PAGAN. NPH. DUNCAN



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Lloyd's Register Foundation

Date of Committee TUESDAY 28 JAN 1958

Minute 05 12,57 Subject (with index)

Noted for Header

010589-010604-0344 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING & DAMAGE. SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank	No	No
Rudder lifted	No		A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	Part Exd.	Yes
Hatchways, Covers, closing and securing appliances	Yes		(Aftermost D.B. Tank)		
Ventilator coamings, skylights, companionways and closing appliances	Yes		Fresh Water Tanks	No	No
Holds	No		Deep Tanks	No	No
'Tween Decks	None		Oil Fuel Tankers and Settling Tanks	No	No
Fore Peak Spaces	No		Side Tanks	No	No
After " "	No		Wing Tanks	No	No
Engine Space	No		Other Tanks	No	No
Boiler	No		Cargo Tanks (Tankers)	-	-
Under Engines and Boilers	No		Cofferdams	-	-
Tunnel and Well	No		Pump Rooms	-	-
Coal Bunkers	No				
Chain Locker	No				
Other Spaces	No				

Have Tanks now Examined been Cleaned as Necessary? After D.B. Tank Part Clean
 Have Strums in Cargo Tanks (of Tankers) been removed? -
 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? -
 Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No
 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? No If so, state which -
 Have the shell and deck plating been drilled as per Rule? No 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	Not Exd	Sluice Valves examined and found	Not Exd
" " in way of side scuttles	Not Exd	Cement or Asphalt	Not Exd	Air and Sounding Pipes	(At Deck) Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Exd
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)	From Deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	(no wedges) Not Exd
Beams and Fastenings	Not Exd	Shell Openings	Good	EQUIPMENT	
Frames	Not Exd	Ash Shoots	Good	Equipment Letter	0
Reverse Frames	Not Exd	Overboard Discharges and Scuppers	Not Exd	Anchors, No. of	3B 1S Condition Not Exd
Longitudinals	Not Exd	Freeing ports	Good	Cables (State if now ranged and examined)	Not Ranged
Transverses	Not Exd	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board)	Stated Complete
Floors <u>In aft DB Tank Part Examined</u>	Good	Windlass examined and found	Good	" Rule Length	240 fms Size 1 1/2" 18/16"
Keelsons <u>-do-</u>	Good	Pumps " " "	Not Exd	Hawsers and Warps	Sufficient
Stringers	Not Exd	W.T. Doors " " "	Not Exd	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	
Inner Bottom Plating	Not Exd				None
Bulkheads and Tunnel	Not Exd				Supplied

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

REMARKS, REPAIRS, Etc. (Contd.) DAMAGE:— Origin Not Stated.
Damage to keel plates in way of Engine Room D.B. Tank.
Keel plates No.1 and 2 found set up between floors at butt of No.1 and No.2 plates and between the forward adjacent floors.
As a temporary measure the started rivets in the butt of Keel plates No.1 to No.2 were welded.
Opportunity was not afforded to test this repair before the ship was undocked on 13th Dec. 1957.

AP

Contd. on page 3.....

Survey Fee
 Special Damage or Repair Fee (if any) £5. 5. 0.
 Travelling Expenses (if chargeable).....
 Second Surveyor's Fee (if any)
 Date when A/c. Rendered -7 JAN 1958

Rpt. 9a
 Port of NEWCASTLE-ON-TYNE Continuation of Report No. 114939 dated _____ on the _____

Contd. from page 2. "TOLWORTH"

DAMAGE:— (Contd.)
 The vessel was subsequently redocked at Middle Docks on the 16th Dec. 1957. On examination the welded rivets were found to be still leaking and it was now apparent that the keel plating was very thin.

NOW DONE:—
 Forward edge of keel plate No.1 cropped about 12" abaft the rivetted butt and part renewed.
 After edge of keel plate No.2 cropped to good material and part renewed; welded butt raised 2 floor spaces forward of original rivetted butt and 12" aft.
 The tank was examined internally in way of the damage and the floors and centre girder found in good order.
 The repair was tested on completion and found satisfactory.

CONDITIONS OF CLASS:—
 "Set up bottom plating etc. (ssa) to be examined and dealt with as necessary at next dry docking" - This was examined and found to be efficient. It is submitted that this area and grooved shell plates B1 (ssf) and D10 (psa) (Nos from forward), be further examined at next dry docking and dealt with as necessary.

ENDORSEMENT OF CLASS (B):—
 "Shell plates C6, C7, C8 (ssa) indented".
 The above plates were examined and found efficient.

A. J. L. Pagan.

