

Rpt. 8

Port GLASGOW

No. 91194

Date of writing Report 24.3.60

When handed in at Local Office 28.3.60

Received London 6 APR 1960

Survey held at Glasgow

No. of Visits 9

First Date 16.2.1960

Last Date 22.3.1960

# 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.

11171

S.S.

Tug "FLYING SPITFIRE"

Tons gross 263

Built at Goole

By Whom Goole Shipbuilding Co. Ltd.

When 1942

Owners Clyde Shipping Co. Ltd.

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

Managers

Port of Registry Glasgow

Surveyed Afloat or in Drydock Both

Name of Dock Inglis Yard

Date of last examn. in Drydock 18.3.60

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

Last Report: No. 26458

Port GRK.

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.			
BS *	DS 8,59	MBS *	ES 7,58
Tug	SS 7,58	M.Blr.S.	8,59
		TSOG	7,58
		SPS	7,54
		O.F.	7,54

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

Freeboard as marked on ship and now verified in R.B. 1 ft 3 1/2 ins

offered and declined

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, ANNUAL CLASSIFICATION SURVEY and DAMAGE

REPAIRS: WEAR & TEAR - Nil

CONDITIONS OF CLASS - Nil

APPENDIX - Nil

Damage stated to have been sustained through grounding in the River Clyde on 14th February, 1960

Found Rudderstock twisted 45° and buckled together with the rudder mainpiece and side plates. The sternframe buckled and set over to starboard.

REPAIRS (Now done)

Rudder:- Damaged stock cropped in way of mainpiece as shown in plan which accompanies this report and renewed, butts being electrically welded. Rudder mainpiece faired, new upper gudgeon bored out in liner, four pintles renewed and quadrant tiller rebored to suit new stock.

Sternframe:- Cropped above and below shell bossing as shown in

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 Faired or Repaired								
Faired or Repaired in place								

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

Now

Is Classification Certificate required? If so, to be sent to No

Yes

Has Interim Certificate been issued?

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 continue as classed and to have record of DS 3,60, subject to sternframe (EW 3,60) being specially examined at the next drydocking

Date of Committee

GLASGOW 5 APR 1960

Minute

DS 3,60 subject  
MBS 3,60 SPS 3,60

TS 3,60

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Alexander Lee  
Surveyor to Lloyd's Register of Shipping  
(ALEXANDER LEE)

THURSDAY 12 MAY 1960

As shown subject (amended)

Lloyd's Register of Shipping Foundation

L220-950110-250110

TABLE 1

& Damage  
PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking, Annual Classification 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	None	Yes
Rudder lifted	Yes		A.P. "	No	
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel) and Cofferdams	None	No
Hatchways, Covers, closing and securing appliances	Yes		Fresh Water Tanks	No	
Ventilator coamings, skylights, companionways and closing appliances	Yes		Deep Tanks		
Hold	None		Oil Fuel Bunkers and Settling Tanks	None	
'Tween Decks	None		Side Tanks		
Fore Peak Spaces	None		Wing Tanks		
After " "	None		Other Tanks		
Engine Space	Yes		Cargo Tanks (Tankers)		
Boiler "	No		Cofferdams		
Under Engines and Boilers	No		Pump Rooms		
Tunnel and Well	No				
Coal Bunkers	None				
Chain Locker	No				
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? <u>Yes</u>		

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? not required

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? None

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	None	Sluice Valves examined and found	None
" " in way of side scuttles	Not exam.	Cement or Asphalt	No	Air and Sounding Pipes	Good
Rudder and Sternframe	Efficient	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exam.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Efficient
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	Not exam.
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	C 16/16"
Reverse Frames	None	Overboard Discharges and Scuppers	Not exam.	Anchors, No. of	2B Condition Good
Longitudinals	"	Freeing ports	Good	Cables (State if now ranged and examined)	No
Transverses	"	Steering Gear (Main and Auxiliary)	Good	" length (on board)	Stated mean diam. complete
Floors	Good	examined and found	Good	" Rule Length	Size
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Good	Pumps " " "	Not exam.	State if any Anchors or Chain Cable have	
Inner Bottom Plating	None	W.T. Doors " " "	None	now been supplied or retested, if so.	No
Bulkheads and Tunnel	No			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.) Welding Case  
accompanying plan, removed and faired - Gudgeon holes built up with electric welding and rebored in line.  
All the above repairs were carried out at T.S. Foster & Sons Ltd., Sunderland and copies of report 10 (2 off) accompanying this report.  
The sternframe was finally electrically welded in place, rudder assembled and refitted, steering gear annealed and tested and all tried and found in order.

WEDNESDAY 8 JUN 1960  
 As show subject (amended)  
 Acreme of

Survey Fee .....  
 Special Damage or Repair Fee (if any) £15. 15.  
 Travelling Expenses (if chargeable) 18/-  
 Second Surveyor's Fee (if any) .....  
 Date when A/c. Rendered .....

