

Rpt. 8

Port

No.

Date of writing Report

When handed in at Local Office

Received London

Survey held at

No. of Visits

First Date

19

Last Date

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.

30726

S.S.

on the Iron or Steel

"SNOWCREPE"

Tons gross

1366

Year

1949

Month

6

Built at

Sunderland

By Whom

Wm. Pickersgill & Sons Limited

When

1949

Owners

Associated Portland Cement Manufacturers Ltd.

Owners' address

(If not already in R.B.)

Managers

Wm. Cory & Son Ltd.

Port of Registry

London

Surveyed Afloat or in Drydock

Both

Name of Dock

Mercantile Dry Dock Co., Ltd.

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.

37198

Port

Old

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 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
*100 A1	* LMC
S.S. 1.59	Engines 1.59
D.S. 1.59	Boilers M 7.59
	T.S.C.L. 1.59
	S.P.S. 11.56

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 - Owners**

Freeboard as marked on ship and now verified **4** ft **9 3/4** ins

Superintendent - not required.

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, DAMAGE AND OIL FUEL CONVERSION.

Damage stated to have been caused by :-

1. Ranging alongside quay wall at Seaham on the 21st February, 1959 and at Sunderland on the 22nd August, 1959.

Shell plates E.4,5,6, F.4,5,6 and G.5 and 6 (p.s.f.) set in.

2. Heavy weather on the 30th June, 1959 during the voyage London to Seaham in ballast condition, on the 5th November, 1959 during the voyage London to Seaham in ballast condition and on the 16th January, 1960 during the voyage London to Seaham in ballast condition. Keel plating etc. forward set up.

3. Contact with quay wall at Seaham on the 12th November, 1959. Shell plates E.5, F.6,7, and G.6 and 7 (s.s.a) set in.

4. Cause and date unknown.

Shell plates E.4,5, F.4,5, and G.4,5 (s.s.f.) set in.

5. Grounding at Swanscombe on the 6th/7th March, 1960.

Shell plates A.7,8 and B.7 (p.s. from aft) set up.

NOW DONE FOR REPAIRS :-

2. Keel plates Nos. 1 and 2 from forward removed, faired and refitted, shell plates A.2 and 3 (p.s.f.) faired in place, Fore peak tank and No. 1 D.B. tank tested in way on completion of repairs.

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	2							
Faired or Repaired in place	2							

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.**

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 seen, is eligible in my opinion to remain as at present classed in the Register Book with fresh record of docking 3.60, subject to set in shell plates E.5, F.6,7, G.6,7 (s.s.a), E.4,5, F.4,5, G.4,5, (s.s.f) E.4,5,6, F.4,5,6, G.5,6, (p.s.f.) and set up shell plates B.7 and A. 8 (p.s.a.) being specially examined and dealt with as necessary next drydocking.

Flinthrope
Surveyor to Lloyd's Register of Shipping
T. WINTHROPE.

MONDAY 13 JUN 1960

Date of Committee

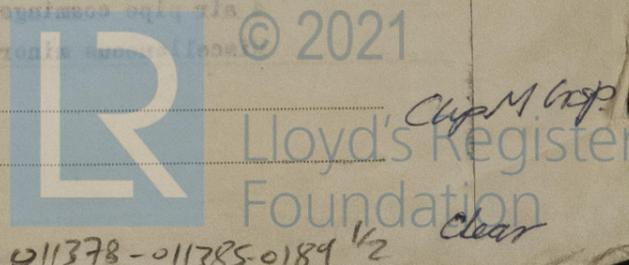
Minute

SS 3.60, subject

MISS 4.60

OF 4.60

30m.4,57 T.



011378-011385-0189 1/2

Clear

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING 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	Yes	F.P. Tank		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks		
Holds	All - Yes	Oil Fuel Bunkers and Settling Tanks		
Tween Decks	None	Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler " "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
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? **Yes**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **No**

Have the bilges been cleaned out and 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? **Yes** If so, state which **Annual**

Have the shell and deck plating been drilled as per Rule? **No**

Have any alterations to the approved scantlings and arrangements now been effected? **Yes**

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 exd.	Cement or Asphalt	Not exd.	Air and Sounding Pipes	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	Not exd.
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	0
Reverse Frames	Not exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B 1 S Condition	Not exd.
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	No
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board) stated mean diam.	complete
Floors	Not exd.	Widlass examined and found	Good	" Rule Length Size	Sufficient
Keelsons	Not exd.	Pumps " " "	Not exd.	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Stringers	Not exd.	W.T. Doors " " "	None		
Inner Bottom Plating	Good				
Bulkheads	Good				

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

REMARKS, REPAIRS, Etc. (Contd.) **The Owners' Representative requested that repairs to damages Nos. 1, 3, 4 and 5 be deferred meantime and in my opinion this is a reasonable request and merits the favourable consideration of the Committee. The structure is considered to continue efficient, and it is submitted that the ship's class should be subject to these items being specially examined and dealt with as necessary next drydocking except that shell plate A.7 in damage No. 5, which has suffered only minor damage, should be recorded in the S.R.L. Appendix, viz :- "Shell plate A.7 (p.s. from aft) slightly set up".**

REPAIRS (WEAR AND TEAR) :-
Now Done :- Approx. 450 defective rivets in bottom shell forward renewed.
 4 air pipe coamings renewed.
 Miscellaneous minor repairs effected.

Survey Fee **O.F. CONVERSION £40-0-0**
 Late Attendance Fee **£4. 4. 0.**
 Special Damage or Repair Fee (if any) **£4. 4. 0.**
 Interim Certificate **£6. 0. 0.**
 Travelling Expenses (if chargeable).....

Second Surveyor's Fee (if any).....
 Date when A/c. Rendered **3 MAY 1960**

Rpt. Cont^o. Sheet
 Port of **NEWCASTLEUPON TYNE.** Continuation of Ship/... Report No. **117019** dated

on the S.S./M.S. **"SNOWCRETE"**

OIL FUEL CONVERSION.
The ship has now been converted for burning oil fuel (flash point above 150°F). The oil is carried in three bunkers in the coal bunker space and a small diesel oil tank has also been built in this space, all in accordance with the approved plan, dated 25.1.60, attached to this report.

The existing coal bunker bulkheads on Frs. 29½ and 32 have been partly renewed and the hatch on the casing top has been removed and the opening plated over. The ash shoot has been removed and the opening in the shell plated over.

Heating coils fitted in bunkers and tested.

The requirements of Sec. 20 of the Rules have been complied with where applicable.

All tanks tested on completion and found satisfactory.

RECORD IN REGISTER BOOK :- Converted to oil fuel (F.P. above 150°F) 4.60. Oil Fuel carried in cross bunkers in Boiler Room.

J.W.