

Rpt. 8

Date of writing Report 7th Febr. 1959

Port ALGIERS

No. 12526 A

Survey held at Algiers

When handed in at Local Office

Received London 25 FEB 1959

No. of Visits 5

First Date 25-2-1959

Last Date 26-2-1959

## 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.

82388

on the Iron or Steel M.S.

"STUBBENKAMMER" - ex Tilia Gorthon -

Built at Malmo

By Whom Kockums M/V.A/B

Tons gross 1862

Owners VEB DEUTSCHE SEEREEDEREI

When 1948

Year

Month

Managers

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

Port of Registry Rostock

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last examn. in Drydock 6-58

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

Last Report: No.

3022

Port

Hbg

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

### SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

+ 100 AI ss 5-57

+ LMC cs 5-57

Dkg. 6-58

d 5-58

With Freeboard.

Ts(OL)6-58

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.

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—Appointed

Lloyd's Agents to act on their behalf.

Freeboard as marked on ship and now verified 5 ft 1/2 ins

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

### EXAMINATION AND REPAIRS AS PER RULE FOR FIRE DAMAGE.

Attended on board at the request of the Master and Owner's Agents following fire stated to have occurred in no.6 Hold whilst the ship was at sea on a voyage from Alexandria to Rostock and to examine the damage alleged sustained as a result of the fire.

The Master stated that on Saturday 24th January 1959 whilst the ship was at sea at 23.58hours, heavy smoke was observed coming from no.6 hatch exhaust vents. All opening having been closed, it was decided to divert the ship to the nearest port for assistance, and the ship's course was set to Algiers.

The Masters statement continued that the ship arrived at Algiers on the Sunday 25th January 1959 and was moored safely at 0500hours. Firemen in attendance.

Firemen having filled the hold with sea-water by the means of fire pump and hoses working through crew accommodation and exhaust vents, the fire was extinguished at 0600hours without difficulty.

It has been further decided to discharge the no.6 Hold cargo, which was consistant with 46 tons of cotton bales and cotton yarn, and to empty the no.6 hold from sea-water.

The unloading of no.6 Hold started at 0700hours on the same day, and was completed at 1530hours. Hold no.6 was further emptied by fire brigade and ...

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 Fair'd or Repaired								
Fair'd or Repaired in place								

Is a Survey also been held on machinery of the Ship?

No

Is Classification Certificate required? If so, to be sent to

or, 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 ship, so far as now seen, is in good condition and eligible, in my opinion, to remain as classed in the Register Book, without fresh record of Survey (subject to the shell plating, deck plating and internal structure in way of no.6 Hold (fire damage) being further examined and dealt with as necessary on arrival at ROSTOCK, port of discharge where she is now and to all other conditions at present attached to the ship's Class being dealt with previously recommended.

R.J. Berthe.

R.J. Berthe  
Surveyor to Lloyd's Register of Shipping

THURSDAY 5 MAR 1959

Deferred for Repairs

Noted for Header

Date of Committee

Minute

White  
Check

3001.5.55



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0117 99-011805-0193 1/2



TABLE 1

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				
Coal Bunkers		Cofferdams		
Chain Locker				
Other Spaces		Pump Rooms		
		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.....

Have the shell and deck plating been drilled as per Rule?..... If so, Report 8(Dr) to be attached.....

Have any alterations to the approved scantlings and arrangements now been effected?..... 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	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	Condition, how ascertained (State if wedges removed)
Coamings and Casings	and closing appliances	Chain Locker
Beams and Fastenings	Companionways and Skylights	EQUIPMENT
Frames	Shell Openings	Equipment Letter
Reverse Frames	Ash Shoots	Anchors, No. of Condition
Longitudinals	Overboard Discharges and Scuppers	Cables (State if now ranged and examined)
Transverses	Freeing ports	„ length mean diam. (on board)
Floors	Steering Gear (Main and Auxiliary)	„ Rule Length Size
Keelsons	examined and found	Hawsers and Warps
Stringers	Windlass examined and found	State if any Anchors or Chain Cable have
Inner Bottom Plating	Pumps „ „ „	now been supplied or retested, if so,
Bulkheads and Tunnel	W.T. Doors „ „ „	complete Report 8(Eq) and attach.

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

REMARKS, REPAIRS, Etc. (Contd.)

FRIDAY 29 MAY 1959

Non compliance

if no request before 31st May

GENERAL COMMITTEE

Thursday 11th June 1959

Classing Committee's decision confirmed.

R.A.P.

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 24.000 francs

Sunday attendance = 11.500 francs

Travelling Expenses (if chargeable) 2.600 francs

Date when A/c. Rendered 13th Feb. 1959

Lloyd's Register Foundation



Motorship "STUBBENKAMMER" ex "Tilia Gorthon" - Follower sheet No. I

... 4 inches of sea-water found remaining after their departure.

NOW DONE FOR EXAMINATION OF DAMAGE. (Please see sketch attached to this Report.)

No.6 Hold having been cleared of cargo and dried, the internal and external structure, together with all spaces adjacent were examined and the following damage noted.

The fire was located at the after part of the no.6 Hold (strong room) and at the upper part of the cargo. The main damage affect the top deck of the hold, which is the crew accomodation deck.

As three exhaust vents transversing the Crew accomodation and the Steering Gear compartment, the damage was extended to these compartments and affect principally the deck sheathing, paintwork and furnitures.

DETAILS OF DAMAGE FOUND.

Shell side plating. Port & Starboard sides. (Plates counted from stern.)

1st strake below shelter deck : 1st and 2nd plates slightly buckled.

2nd strake below shelter deck : 1st and 2nd plates slightly buckled.

No.6 Hold shelter deck plating. (Crew accomodation deck.)

Deck plates : All plates buckled in way of after bulkhead to no.10 deckbeam.

Deck beams : deck beams nos.1 to 10 distorted.

Center girder : badly distorted together with a bracket and 2 vertical sustainers.

Pillars /: (attached to no.2 deck beam) Port & starboard slightly distorted.

No.6 Hold Exhaust vents.

Aft center exhaust vent. Paintwork badly charred and blistered, from bottom to top.

P.&S. exhaust vents. (middle and fore end of the hold) 4 in number. Paintwork badly charred and blistered.

Miscellaneous items in no.6 Hold.

After bulkhead.- Paintwork badly charred and blistered.

Cargo battens.- (after part of no.6 Hold.) Part burned, part broken, all damaged.

Shell plating. (inside hold) Paintwork damaged through frames no.10 to 14 in way of fore starboard exhaust vent.

Water-service-pipes. 2 pipes slightly distorted by heat, remaining in working order.

AFTER CREW ACCOMODATION .

Crew accomodation consisting of one play room, 8 seamen rooms, 2 lavatories, lockers, stairway, damaged by ~~xxx~~ heat, smoke and water.- Deck sheathing badly damaged. Paint work badly charred and blistered.

Miscellaneous :- A number of other minor damages not affecting classification were noted.

NOW DONE FOR FIRE DAMAGE & REPAIRS.

The Owner's Representative having decided that no other cargo would be loaded into the no.6 Hold and requested the deferment of Permanent Repairs until completion of the present voyage, so avoid heavy delay at this port, no repairs were effected at this time.

In my opinion, the vessel is in efficient condition for the proposed voyage Algiers-Rostock and the Owner's request merits the favourable consideration of the Committee.



The following examinations only were effected :

After no.6 Hold was emptied and cleared of water, all electric cables were examined, /megger-tested, and all found efficient.

All electric cable and lights in crew accommodation were examined, megger tested and found efficient.

Steering Gear examined in working condition and found efficient.

All side scuttles and deadlights examined and found efficient.

*R. J. Berthy*



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