

Rpt. 8

Port SOUTHAMPTON.

No. 26214

Date of writing Report 8.6.60.

When handed in at Local Office 8.6.60.

Received London

Survey held at POOLE.

No. of Visits 13

First Date 1.4.19.60.

Last Date 2.6.19.60.

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.

28935

on the Iron or Steel M.S.

"SAND RUNNER".

Tons gross 302

Built at Doncaster.

By Whom R. Dunston Ltd.

Year 1943 Month 11

Owners South Coast Shipping Co. Ltd.

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

Managers

Port of Registry GOOLE.

Surveyed Afloat or in Drydock On Slip

Both.

Name of Dock Bolson's Slipway & Poole

Date of last examn. in Drydock 12.5.60.

Harbour.

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

Last Report: No. 141499.
To be filled in at Head Office.

Port LON

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.

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

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

+100A1 coasting service	+ LMC
Great Britain & Ireland.	ES 3.56.
Fitted for pumping sand	TS OG 3.59.
	1.50.
S.S.	3.56.
D.S.	8.59.

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.

Freeboard as marked on ship and now verified 1 ft. 3 ins

Not Required.

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

EXAMINATION AND REPAIRS AS PER RULE FOR SPECIAL SURVEY (C) AND DEFERRED DAMAGE REPAIRS.

Deferred Damage Repairs. All plates numbered from aft.

(3) Stated due to grounding at Shoreham Harbour 12th November, 1959.

Now Done:- Keel plate No.9 cropped and part renewed.

Keel plates Nos. 7 & 8 faired in place.

Port Side - Nos.4,5,10 and 12 plates 'B' strake faired in place.

No.11 plate 'B' strake renewed.

Starboard Side - No.7 plate 'A' strake faired in place.

Nos.11 and 12 plates 'A' strake renewed.

Nos.6 and 11 plates 'B' strake faired in place.

Nos.10 and 11 plates 'C' strake cropped and part renewed.

All frames in way of buoyancy space where slightly buckled at turn of bilge now faired in place.

(2) Stated due to striking quay at Falmouth on the 29th October, 1956.

Now Done:- Shell plate D6(p) cropped clear of temporary doubler and part renewed for a length of about 6' - 0", welded at butts and rivetted at upper and lower spams.

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 Or Part.	14	-	-	-	-	-	-	-
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	9	20	-	-	-	-	-	-

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

Is Classification Certificate required? If so, to be sent to - Sou. (z)

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

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 is eligible in my opinion to remain as classed and to have record of drydocking 5.60 and the notation of S.S. 6.60.

J. Bell

T.I. Bell.

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY - 5 JUL 1960

Minute

DS 5. 60

ES 6. 60

SS 6. 60

TS 4. 60

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

CERTIFICATE WRITTEN.

011524-011535-0344 1/3

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SPECIAL 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	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	None	None
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	None	None
Holds	Yes	Deep Tanks	None	None
		Oil Fuel Bunkers and Settling Tanks	Not Part of Structure	
Tween Decks	Yes	Side Tanks	None	None
Fore Peak Spaces	Yes	Wing Tanks	None	None
After "	Yes	Other Tanks	None	None
Engine Space	Yes			
Boiler "	None	Cargo Tanks (Tankers)	-	-
Under Engines and Boilers	Yes			
Tunnel and Well	Yes	Cofferdams	-	-
Coal Bunkers	None	Pump Rooms	Yes	
Chain Locker	Yes			
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts 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? Yes.

Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? Yes.

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? -

Has a Load Line Survey been held? Yes. If so, state which Renewal.

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	Good	Sluice Valves examined and found	-
" " in way of side scuttles	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
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 See Rpt. 14 Attached. (State if wedges removed)	Good
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	-	Equipment Letter	d
Reverse Frames	-	Overboard Discharges and Scuppers	Good	Anchors, No. of 2B 1S	Condition Good
Longitudinals	-	Freeing ports	-	Cables (State if now ranged and examined)	Good - Yes.
Transverses	-	Steering Gear (Main and Auxiliary)	-	" length 150 fms. mean diam.	7"
Floors	Good	examined and found	Good	" Rule Length 150 fms. Size	7"
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient.
Stringers	-	Pumps " " "	Good	State if any Anchors or Chain Cable have	-
Inner Bottom Plating	-	W.T. Doors " " "	-	now been supplied or retested, if so.	Yes
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	-

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes. See Below -

REMARKS, REPAIRS, Etc. (Contd.) (1) Stated to be due to grounding in Looe Channel on the 18th September, 1956

Now Done:— Port Side — Nos. 2 & 3 plates 'A' strake cropped and part renewed.

No. 2 plate 'B' strake cropped and part renewed.

No. 10 plate 'C' strake faired in place.

Starboard Side — Nos. 2 & 3 plates 'A' strake cropped and part renewed.

No. 10 plate 'B' strake renewed.

Keel plate No. 2 renewed.

Repairs Wear and Tear.

Fore 'le Dk. Deck plating renewed starbd. side of windlass.

Continued...

Damage (1) £9..9..0.
Damage (2) £3..3..0.
Damage (3) £6..6..0.

Survey Fee £41..0..0.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £18.18..6.

Date when A/c. Rendered

Travelling Expenses (if chargeable) £14..0..0.

D

Rpt. 9a. Cont. Sheet (1).

Port of SOUTHAMPTON.

Continuation of Ship/Mech. Report No. 26214.

Continuation of Report No.

dated

8.6.60.

on the

on the S.S./M.S. "SAND RUNNER".

Repairs Wear and Tear (Contd.).

Poop Deck:— Deck plate (s) in way of wheelhouse found wasted, now renewed.

Upper Deck:— Deck plating between fore end of cargo hatch and forecastle now doubled. Shell plate C5(ss) found thin now renewed.

Poop side plate No. 2 from forward (ss) cropped and part renewed.

Reverse bars (11p, 5s) fitted to frames at turn of bilge in hold and pump rooms.

Web frame in hold (ps) cropped and part renewed.

Side keelson on fore side of engine room bulkhead (p & s) renewed.

A number of rivets in bottom shell found scrubbed at points, now renewed.

Main hatch coaming plate renewed.

Hopper tank side bulkheads (p & s) and forward bhd. renewed and aft bulkhead part renewed.

4 lengths of chain cable renewed (see Rpt. 8(Eq) attached).

10 wooden covers renewed on Main Cargo Hatch.

2 tarpaulins renewed on Store Room and also Pump Room Hatches.

Shell, deck and bulkhead plating hose tested on completion of repairs and found tight.

Conditions of Class.

Indented bottom shell plating, keel plates Nos. 2 & 9, A2 & 8, B2 & 3 (ss) and A2 and C4 (ps from ford), indented shell plate (doubled 11,56) in 1st below sheer, after end of port side tank, indented keel plate No. 5 and shell plates A7, B5 & 10, C10 (ss) and A1 & 9, B1 (ps) and deferred repairs after grounding dealt with at this time (see text). It is submitted that these items be deleted from the conditions of Class.

T.I. Bell

T.I. Bell.

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING



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