

Rpt. 8.

(Received at London Office)

No. 110283

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15/3/53

When handed in at Local Office

19 MAR 1953

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Wallsend

Date, First Survey

20/1/53

Last Survey

26/2/

19 53

on the Wood, Iron or Steel

'MONT SANDRA'

TONNAGE :-

GROSS 7159

UNDER DK 6706

NET 4308

Built at

Montreal

By whom

United Shipyard Ltd

YEAR

1944

MONTH

12

Owners

Montship Lines Ltd

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Bunies Markes Ltd

Port belonging to

Liverpool

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Swan Hunter and Wallsend Shipyard

Destined Voyage

✓

Cell D B or D Ba

feet; uE & B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 10984-6 Port

NWC

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Hems remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. *Yes, owners*

not required

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

Underwriter Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE AND SPECIAL SURVEY

Damage stated to have been caused by

(i) contact with Reed's Point Wharf at St John's N.B. on the 18th December, 1947 situated on starboard side shell amidships.(ii) contact with tug 'Felicia' on the 17th July, 1952 situated on port side shell forward(iii) severe heavy weather between the 16th and 25th September, 1952, situated on nos 1, 2, 3 and 6 Double Bottom tank tops(iv) severe heavy weather between 6th and 10th October, 1952 on voyage Bremen to Chandler, Dubu (see also Newcastle Report no 109846) situated in Fore Peak Tank, Forward Deep Tank and rudder

SUMMARY OF DAMAGE REPAIRS :-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	4 (port)				1 (port)		1 part	
Removed and Fair'd or Repaired	2	6						
Fair'd or Repaired in place	17	3						

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	good	Windlass	"	Hatches	"	Condition, how ascertained	from aloft.
Frames	good	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	C37 S33
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	yes	Treenails		Anchors, No. of	33-15
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	ranged.
Floors	good	Have Sounding Pipes been examined and found efficient?	yes	Transoms, Pointers & Crutches		" length	270 mean diamr. 2"
Keelsons	"	Have the Tanks been examined internally?	yes	Timbers of Frame at openings		" Rule length	270 size 2 1/16"
Stringers	"	Have the Tanks been tested?	yes	" " at other places		Chain Locker	good
Inner Bottom Plating	"	Alr and Sounding Pipes	good	Stringers, Clamps & Shelves		Hawsers & W. rps	"
Have the Tanks been examined internally?	yes	Doubling Plates under Sounding Pipes	good	Salting		Standing and Running Rigging	good
Have the Tanks been tested?	yes			State if examined		Sails	hand

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion to remain as classed with fresh record of dry docking 2,53 and notation S.S Nwc-2,53 and notation of A.S. 2,53.

Survey Fee (per Section 23)

£ 63 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any)

£ 31 : 10 : 0

Received by me,

Travelling Expenses (if chargeable)

£ 18 : 18 : 0

Second Surveyor's Fee (if any)

£ 5 : 0 : 0

Committee's Minute

Character Assigned

2,53 Nwc, without spl. ch.

AS 2,53

S.S. Nwc. - 2,53

(White endorsement)

MBS + 2,53

Bl. S. 12,52

msp 2,53

CERTIFICATE WRITTEN.

Foundation

S2,53

Is Certificate required? If so, to be sent to

(Damages cont)

'MONT SANDRA'

REPAIRS FOR DAMAGE VIISHELL (plates numbered from aft)

Yard in place

Port G7, H7, J5, J11, K5, K15, J14 (7)

Starboard G14, 16, H11, 15, 16, J5, K3 (7)

SPECIAL SURVEY

Vessel placed in dry dock, bottom scales and rudder (lifted) cleaned, examined and recoated. Anchors and cables ranged and examined.

The holds, 'tween decks, peaks, bunkers, engine and boiler spaces, cleaned, ceiling removed as required. Steelwork examined throughout, scaled and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of sidelights examined. All double bottom tanks, deep tanks and fore and aft peaks examined internally and tested. Decks, chain locker, masts and rigging (report attached), hatch coamings, covers and supports, tarpaulins, cleats and battening arrangements, ventilator coamings and covers, steering gear and auxiliary gear, windlass, hand pump, watertight doors, air and sounding pipes and striking plates examined.

Freeboard Renewal Survey carried out and freeboard verified.

REPAIRS NOW DONESHELL (plate numbered from forward)

Renewed

Keel 3

(1)

Plate was extended aft one frame space and butts welded. A number of defective rivets of shell in way of No 1 Double Bottom Tanks renewed. A number of scrubbed rivets in top landing of bridge strakes port and starboard renewed.

The bottom plating was noted to be slightly up between frames in zones chiefly port and starboard forward and starboard aft. (Circ No 1934)

As the 'set ups' are of a minor nature, no repairs were effected at this time and the matter is reported for record purposes only. Endorsement of Class is not considered necessary. Vessel has welded butts, riveted seams and riveted floors.

ANCHORS AND CABLES:- Anchor crown pin starboard side renewed. Anchor crown pin port side hardened up. Crown shackle pins port and starboard hardened up.

No 1 'TWEEN DECKS:-

3 main frames starboard cropped, removed, faired and refitted.
2 main frames port cropped, removed, faired and refitted.
2 main frames port faired in place.

(Repairs cont)

'MONT SANDRA'

N° 2 HOLD:- Existing bolted plate on tank top removed, insert plate welded and doubler fitted under. 2 spigot patches fitted on port side tank top and minor fairings in place of tank top effected. Centreline Forward Bulkhead - 1 stiffener cropped and part renewed. Forward and after pillars bottom brackets faired in place.

N° 3 HOLD:- Forward pillar bottom brackets faired in place.

FORWARD DEEP TANK:- Centreline washplate bulkhead fitted with 4 horizontal toe welded angle bars fitted as compensation for slight wastage. Inboard bulkheads of settling tanks bracketed to beams by angle struts port and starboard.

N° 4 DOUBLE BOTTOM TANKS:- Striking plates fitted port and starboard.

AFTER DEEP TANK:- The stiffeners of aft bulkhead were found slightly buckled between stringer and top of tank. Circumstances did not permit of releasing and fairing the stiffeners and fairing the bulkhead generally. Accordingly an extra girder as per attached plan was fitted from ship's side to ship side to compensate for loss of strength of deformed stiffeners. No deformation of deep tank top, upper deck or sides of vessel in way of bulkhead was observable.

N° 4 'TWEEN DECK:- Fractured deck girder flange at after welded butt starboard side weed out welded and doubler fitted. 1 Deck beam port side cropped and part renewed.

N° 4 HOLD:- 2 Beam knees starboard renewed

1 Beam knee port renewed

After pillar top and bottom brackets faired in place.

N° 5 HOLD:- After pillar starboard bottom bracket to tunnel top renewed

All repairs tested where necessary, found or made tight and coated (Fittings, cement etc removed for access to repairs replaced in good order or made good.)

Approximately 25% of ceiling of nos 1, 2, 3, 4 and 5 Holds renewed.

Approximately 50% of cargo battens throughout the vessel were renewed.

RIGGING:- Topmast stays on Fore and Mainmasts reserved. Rigging screws set up. Sampson Post stays reserved where cut away for Survey.

RENEWAL FREEBOARD SURVEY:- 168 Hatch covers renewed

A number of hatch beam top angles faired in place.

(Renewal Freeboard cert)

'MONT SANORA'

4 sidelight glasses renewed
3 ventilator canvas covers supplied
A few air pipe flaps repaired

Vessel undocked. 15th February, 1953.

S.R. List:- Permanent repairs have now been effected to indented shell plates F14, G14 (ps) (see damage II), indented shell plating G6, H7 (ss) (see damage I), indented shell plating ho 5 plate in 3rd strake below main sheer and ho 4 plate in 4th below main sheer (ps) (see damage VI) and pierced tank top plating in ho 2 Hold. It is accordingly submitted these conditions of class may now be removed.

ENDORSEMENT OF CLASS B:- All apparent indents of shell plating (p+s) have now been repaired. It is accordingly submitted that this notation may now be removed.

Amendment certificate was issued (copy attached)

A.B. In "Q"

15/3/53.

SURVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE.



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Lloyd's Register
Foundation