

Rpt. 8

/NK

Date of writing Report 16.9.59.

When handed in at Local Office

20 OCT 1959

Received London

Port

No. 116492

Survey held at North Shields

No. of Visits 24

First Date 31.7. 19 59

Last Date 13.10. 19 59

22 OCT 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.

12420

on the Iron or Steel M.S.

"PULBOROUGH" (Ex /GERTRUDE WEINER) Tanker

Tons gross 942

Year Month

When 1956

Built at Bremen

By Whom Rolandwerf G.m.b.H.

Owners Stephenson Clarke Ltd.

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

Managers

Port of Registry London

Surveyed Afloat or in Drydock Afloat & Drydock

Name of Dock Smiths

Date of last examn. in Drydock 13.10.59.

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

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

Port

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 oil tanker
contemplated
"longitudinally Framed"
"Electrically welded."
D.S. 7/59

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.

Freeboard as marked on ship and now verified 1 ft 2½ ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Classification, Periodical Special Survey (A)
(See Also Bremen Report No. 4406)

Equipment - Port & Starboard anchor shackles hardened.Ventilators - 4 coamings on Forecastle deck reduced to 36" above deck

2 coamings, ventilators to pumproom, brackets fitted to trunk top.

2 @ 5½", 1 @ 1½" dia. Gooseneck ventilators to Crews W.C. openings 30" above deck, fitted on Poop deck, Port side,

3 @ 5½", 1 @ 1½" diam. Gooseneck ventilators to Officers W.C. openings 84" & 36" respectively, above trunk top, efficiently supported.

Wood plugs & canvas covers provided. Several canvas covers & wood plugs renewed.

Airpipes - A number of gauzes and wood plugs renewed.Scuppers & Sanitary Discharges:- 3 @ 2" scuppers from Officers & Crews W.C.s discharging overboard through shell approx. 12" below freeboard deck, fitted with 2 auto. N.R. Valves at outboard ends.

2 @ 4" sanitary discharges from Officers & Crews W.C.'s led overboard through shell approx. 12" below freeboard deck, fitted with 2 auto. N.R. valves

1 at ship side and the upper in way of W.C.

These N.R. Valves are always accessible.

CONTINUATION OVER/

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
SUMMARY OF DAMAGE REPAIRS								
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

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

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

Has Interim Certificate been issued? Yes, copy placed on board

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 tanker is eligible in our opinion to be classed 100A1 with record of drydocking 10/59 and the notation of S.S. 10/59.

S. Sanderson W.E. Blair
J. McEachern
Surveyor to Lloyd's Register of Shipping
S. SANDERSON, W.E. BLAIR.
J. McEACHERN.

Date of Committee

FRIDAY 4 DEC 1959

Minute

See Rpt. 1

Header

30m.4.57 T.

012148-012158-0054 1/2



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Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR "CLASSIFICATION & SPECIAL SURVEY "A"

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally (Afloat)	Now Tested (Afloat)
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	No	A.P. Tank	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	xxxxx	(F.O. Drain	Yes Yes
Hatchways, Covers, closing and securing appliances	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams	(L.O. Dirty Oil	Yes Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes		(F.O. Eng. Rm. D.B.'s	Yes Yes
			(Feed Water	Yes Yes
Holds	Yes	Fresh Water Tanks	Yes	Yes
		Deep Tanks (forward)	Yes	Yes
Tween Decks	No	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	-	-
After " "	Yes	Wing Tanks	-	-
Engine Space	Yes	Other Tanks	-	-
Boiler " "	None			
Under Engines xxxxx	Yes	Cargo Tanks (Tankers)	All - Yes	Yes
xxxxx Well	Yes			
Coal Bunkers	None	Cofferdams	Yes	Yes
Chain Locker	Yes			
Other Spaces	Yes	Pump Rooms	Yes	Yes
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Yes	
		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?	Yes			
Have the bridges been cleaned out and examined?	Yes	Has cement in bottom been examined?	None	
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	Issue of Certificate	
Have the shell and deck plating been drilled as per Rule?	Yes, Deck only	If so, Report 8(Dr) to be attached	Yes	
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	Good	Cement or Asphalt	None	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 (State if wedges removed)	See report attached
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings (Discharges)	Good		
Frames	Good	Ash Shoots	None	EQUIPMENT	
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Equipment Letter	"2"
Longitudinals	Good	Freeing ports (Open slots)	Good	Anchors, No. of	36, 15 Condition Good
Transverses	Good	Steering Gear (Main and Auxiliary)	Good	Cables (State if now ranged and examined)	Ranged & exd
Floors	Good	examinated and found	Good	" length 210 ftms mean diam. 1.11/32"	
Keelsons	Good	Windlass examined and found	Good	" (on board) 210 ftms Size 1.3/8"	
Stringers	Good	Pumps	Good	Hawsers and Warps	Sufficient
Inner Bottom Plating	Good	W.T. Doors	Good	State if any Anchors or Chain Cable have	
Bulkheads xxxxx	Good			now been supplied or retested, if so,	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.)

Pump Room entrance:- Additional hand toggles fitted to W.T. door, Glass bullseye blanked off.

Forecastle hatch. Steel bands fitted to hatchboards.

Cargo hatches:- Greasy packings reversed.

Several other minor repairs effected.

See 1st entry Report

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to NEWCASTLE-ON-TYNE.

REPORT 8

No. 116492

SHIP'S NAME "PULBOROUGH" (ex "GERTRUDE WEINER") DATE OF DRILLING 17th August, 1959

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS				FORWARD				AFT				REMARKS			
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake																	
Bridge Strake below																	
Sheerstrake																	
1st Strake below																	
2nd	22	22															
3rd	22	22															
4th	22	22															
5th	22	22															
6th	22	22															
7th	22	22															
8th	22	22															
9th	22	22															
10th	22	22															
11th	22	22															
12th	22	22															

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK					AFTER TANK				REMARKS	
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port		Stbd.
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake												
1st Strake below												
2nd	77	37										
3rd	73	33										
4th	72	32										
5th	70	30										
6th	68	28										
7th	66	26										
8th	64	24										
9th	62	22										
10th	60	20										
11th	58	18										
12th	56	16										

P. Sanderson
Surveyor to Lloyd's
Register of Shipping
S. SANDERSON

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	MIDSHIPS						AFT						REMARKS
	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Stringer Plate Upper Deck	9.5	9.5	9.5	/	-								
1st Strake Inboard ...	8	8	8	/	-								
2nd Trunkside ...	7.5	7.5	7.5	/	-								
3rd Trunkstrg. ...	7.5	7.5	7.5	/	-								
4th " " "	7.5	7.5		/									
5th " " "													
6th " " "													

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

5m, 10, 57 T.