

FIRST ENTRY

8  
Writing Report 31.7.59 When handed in at Local Office 31.7.59 Received London  
held at Cuxhaven No. of Visits 4 First Date 20.7. 19 59 Last Date 27.7. 19 59  
No. 4406

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

R.B. on the ~~XXXX~~ Steel M.S. "PULBOROUGH" ex "GERTRUDE WIENER"  
Bremen By Whom Rolandwerft GmbH.  
Stephenson Clarke Ltd.  
Owners' address (If not already in R.B.)  
Port of Registry London  
ed Afloat or in Drydock On slipway Name of Dock Mützelfeldwerft  
Date of last examn. in Drydock 27.7.59  
Any alterations in existing particulars in the Register Book should be reported and underlined.

Report: No. Port  
be filled in at Head Office.  
Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

is must be reported in the terms of the Rules. The nature and extent of Examinations repairs (if any) must be stated in detail, the parts examined and their condition being 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 signed if necessary in the body of the Report. Outstanding items to complete the Survey be summarised at the end of the Report. The reasons for Repairs must be stated. is on account of Damage (the alleged cause of which must be stated) should be separated Repairs due to other causes, and, besides being detailed in the body of the Report, be summarised in the form below. When, at a Special Survey, the Shell and Deck g is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain s are replaced or retested the necessary particulars are to be given on Report 8(Eq) is to be attached to this Report.

lates and references to any letters relating to this Report

age cases where the Surveyor has not made a special damage report he should state whether he offered is services for this purpose and to whom and why they were declined.

No

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

Freeboard as marked on ship and now verified ft ins

MINATION AND REPAIRS AS PER RULE FOR DOCKING FOR CLASSIFICATION OF EXISTING SHIP.

E:- Prior to the ship being handed over to the new Owners, a damage survey was carried out by the Germanischer Lloyd Surveyor on the existing bottom and side shell damage. At the request of the new Owners and with the permission of the previous Owners, the undersigned witnessed this survey and concurred with the recommendations made. The Nos.1, 2, 3 and 4 cargo oil tanks p&s were examined and tested in way of the damage repairs.

following repairs have now been satisfactorily completed:-

Shell plating

Port side:- Shell plates B2, 3 and 3a renewed. (3)  
Shell plates B1, E9 and D9 faired in place. (3)  
Forecastle bulwark plate J9 faired in place. (1)  
Stbd.side:- Shell plates B2 and 3 renewed. (2)  
Shell plates B4 and E9 cropped and part renewed. (2)  
Shell plates A3 and 4, B1 faired in place. (3)  
Longitudinal frames, 4 in No., faired in place. (4)  
Forecastle bulwark plate J9 faired in place. (1)

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
newed	2 part 5	nil	nil	nil	nil	nil	nil	nil
moved and Faired or Repaired	nil	nil	nil	nil	nil	nil	nil	nil
red or Repaired in place	8	4	nil	nil	nil	nil	nil	nil

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

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

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

Has Interim Certificate been issued? No

ERAL 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".

is ship, so far as now surveyed, is eligible in my opinion to have record of drydocking 7/59, when e classification survey has been completed.

J. H. Blyth  
Surveyor to Lloyd's Register of Shipping

FRIDAY -4 DEC 1959

See Inve. 116492 (RM.1.)



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Foundation

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		CLASSIFICATION	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	No	A.P. "		
Weather Decks, Superstructures and Casings	No	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	No			
Ventilator coamings, skylights, companionways and closing appliances	No			
Holds	No	Fresh Water Tanks		
		Deep Tanks		
Tween Decks	No	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	No	Side Tanks		
After " "	No	Wing Tanks		
Engine Space	No	Other Tanks		
Boiler	No	Cargo Tanks (Tankers)	See over	-
Under Engines and Boilers	No			
Tunnel and Well	No			
Coal Bunkers	None	Cofferdams	No	No
Chain Locker	No			
Other Spaces	-	Pump Rooms	No	No
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Struts in Cargo Tanks (of Tankers) been removed?		No
		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? No

Have the bilges been cleaned out and examined? No

Has cement in bottom been 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? No

If so, state which -

Have the shell and deck plating been drilled as per Rule? Shell plating amidships only

If so, Report 8(Dr) to be attached. Yes

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 &amp; 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 (above deck)	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	Not exd.
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	-
Coamings and Casings	Good exd.	Companionways and Skylights	Good	Chain Locker	Not exd.
Beams and Fastenings	Not exd.	Shell Openings	Good	EQUIPMENT	
Frames	Not exd.	Ash Shoots	None	Equipment Letter	
Reverse Frames	Not exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of	Condition
Longitudinals	Good	Freeing ports	Good	Cables (State if now ranged and examined)	
Transverses	Good	Steering Gear (Main and Auxiliary)	Good	" length (on board)	mean diam.
Floors	Not exd.	examined and found	Good	" Rule Length	Size
Keelsons	Not exd.	Windlass examined and found	Good	Hawsers and Warps	
Stringers	Not exd.	Pumps " " "	Not exd.	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Not exd.	W.T. Doors " " "	None	now been supplied or retested, if so,	
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Note:—At the request of the new Owners an additional rubbing strip, 100x25 mm half round moulding now been welded to the "D"-strake shell plating extending over midship length p&s. This now increases the extreme breadth by 2".

Now done for Classification Survey:—

Shell plating, sternframe and rudder examined. Shell plating amidships drilled (see attached report 8(Dr)).

Survey Fee £ 16.0.0.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £ 20.0.0.

Date when A/c. Rendered

Travelling Expenses (if chargeable) £ 12.0.0.

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

To be securely attached to

REPORT 8 No. 4406

SHIP'S NAME "PULBOROUGH" ex "GERTRUDE WIENER" DATE OF DRILLING 27th July, 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 ...	"F"	12	12	12	✓		11													
1st Strake below	"E"	9.5	9.5	9.5	✓		9													
2nd " "	"D"	9.5	9.5	9.5	✓		9													
3rd " "	"C"	9.5	9.3	9.4	✓		9													
4th " "	"B"	9.5	9.5	9.5	✓		9													
5th " "	"A"	9.5	9.5	9.5	✓		9													
6th " keel	-	13.0	12.0	12.0	✓		12.5													
7th " "																				
8th " "																				
9th " "																				
10th " "																				
11th " "																				
12th " "																				

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	" "													
3rd	" "													
4th	" "													
5th	" "													
6th	" "													
7th	" "													
8th	" "													
9th	" "													
10th	" "													
11th	" "													
12th	" "													

J. W. Blyth  
Surveyor to Lloyd's  
Register of Shipping

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	Original Thickness	FORWARD				AFT				REMARKS
		Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any		
		Port	Stbd.			Port	Stbd.		Port	
Stringer Plate ...	...									
1st Strake Inboard ...	...									
2nd " " ...	...									
3rd " " ...	...									
4th " " ...	...									
5th " " ...	...									
6th " " ...	...									

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

3m. 5.56. T.