

Rpt. 8

Date of writing Report 25/6/57 When handed in at Local Office 25/6/57 Port SOUTHAMPTON No. 24299
Survey held at SOUTHAMPTON No. of Visits 28 First Date 17th AUGUST 1956 Last Date 21st MAY 1957

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. 237 on the ~~Iron~~ Steel M.S. SINGLE SCREW MOTOR TUG "RESPITE"
Built at THORNE By Whom RICHARD DUNSTON LTD. Tons gross 54.36
Gray, Mackenzie & Co. Ltd. Owners' address 122, LEADENHALL STREET, Year 1943 Month
Port of Registry LONDON LONDON E.C.3.
yed Afloat or in Drydock BOTH. Name of Dock MESS^{rs}. GLEBE CONSTRUCTION WORKS Date of last exam. 13/3/57
BITTERNE, SOUTHAMPTON
Any alterations in existing particulars in the Register Book should be reported and underlined.

Report No. 237 Port
be filled in at Head Office.

ys 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
y indicated. For Annual, Special or other Condition Surveys the Summary of
ination and Condition on the back of the Report is to be carefully completed and
fied if necessary in the body of the Report. Outstanding items to complete the Survey
l be summarised at the end of the Report. The reasons for Repairs must be stated.
rs 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,
l 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
s services for this purpose and to whom and why they were declined.

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

CLASS CONTEMPLATED.

Freeboard as marked on ship and now verified ft ins

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

INATION AND REPAIRS AS PER RULE FOR ACCEPTANCE INTO CLASS

The soft nosed stem plating was found slightly indented. The Owners
representative requested that this stem be considered a CAT. B. bluish
This request is put to the committee & in our opinion this item
does not affect the efficiency of the vessel & merits favourable consideration
The stem plating was found to have been stiffened up sometime previously
with a number of breast hook plate brackets in way of the damage.

PAIRS.

SHELL (DRILL TESTED)

4 shell plates renewed P&S from stem to the bulkhead on frame 28.

Wood belting & retaining bars renewed P&S.

RUBBER lifted, bottom plate renewed

Shoe plate doubled welded around trailing edge of the rudder.

WEATHER DECK. (DRILL TESTED)

Stirrup plate doubled P&S

CONTINUATION OVER ON SHEET

Summary of Damage Repairs	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
owed								
oved and Faired or Repaired								
ed or Repaired in place								

Survey also been held on machinery of the Ship?

YES

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

YES

GRAY, MACKENZIE & CO
LONDON.

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

NOW

Has Interim Certificate been issued?

YES

RAL 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 VESSEL IS ELIGIBLE IN OUR OPINION TO BE ACCEPTED INTO CLASS A1 FOR
BOUR TOWING SERVICE" with docking record of 3.57

Endorsement B.

Albert Fennington & Co. Surveyors to Lloyd's Register of Shipping

Date of Committee

TUESDAY 29 APR 1958

Minute

See minute on Rpt. 1. att 2.

Noted
for
Header

30m. 5.55



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Lloyd's Register
Foundation

012501-012507-0236 1/2

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 on day <i>slip</i> .	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	
Hatchways, Covers, closing and securing appliances	YES	Fresh Water Tanks	NONE	
Ventilator coamings, skylights, companionways and closing appliances	YES	Deep Tanks	NONE	
Holds <i>CREW ACCOMMODATION</i>	YES	Oil Fuel Bunkers and Settling Tanks	YES	YES
"Tween Decks	NONE	Side Tanks	NONE	
Fore Peak Spaces	NONE	Wing Tanks	NONE	
After " "	YES	Other Tanks	NONE	
Engine Space	YES	Cargo Tanks (Tankers)		
Boiler " "	NONE	Cofferdams	NONE	
Under Engines <i>and Bottom</i>	YES	Pump Rooms		
Tunnel and Well	NONE	Have Tanks now Examined been Cleaned as Necessary?	YES	
Coal Bunkers	NONE	Have Struts in Cargo Tanks (of Tankers) been removed?		
Chain Locker	YES	Have Tanks been Retested as necessary after completion of any Repairs?	YES	
Other Spaces	NONE			

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? 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? NO

If so, state which

Have the shell and deck plating been drilled as per Rule? YES

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

Have any alterations to the approved scantlings and arrangements now been effected? YES

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	—	Sluice Valves examined and found	—
" " in way of side scuttles	—	Cement or Asphalt	—	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	—	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	—	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	—	Ventilators, their coamings	Good	Condition, how ascertained	EXAMINED
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	Good
Frames	Good	Shell Openings	—	EQUIPMENT	
Reverse Frames	Good	Ash Shoots	—	Equipment Letter	—
Longitudinals	—	Overboard Discharges and Scuppers	Good	Anchor, No. of	1 BOWER. Condition Good
Transverses	—	Freeing ports	Good	Cables (State if now ranged and examined)	RANGE
Floors	Good	Steering Gear (Main and Auxiliary)	Good	length (on board)	60 fms. mean diam. 5/8"
Keelsons	Good	examined and found	Good	" " " " " "	60 fms. Size 7/8"
Stringers	Good	Windlass examined and found	Good	Hawsers and Warps	SUFFICIENT
Inner Bottom Plating	—	Pumps	Good	State if any Anchors or Chain Cable have	YES
Bulkheads <i>and Tunnel</i>	Good	W.T. Doors	—	now been supplied or retested, if so,	—
				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.)

Bulwarks cropped & part renewed or faired & repaired as necessary

ANCHOR & CABLE

Bower anchor freed & made workable [TEST MARKS IDENTIFIED] & DUPLICATE TEST CERT. ISSUED THROUGH LONDON OFFICE.

60 fathom 3/4" stud link cable supplied & verified with test certificates but head davit made & fitted for handling the anchor. Windlasses overhauled & made workable.

Rpt. 9a

Port of

SOUTHAMPTON

Continuation of Report No. 24299 dated 25/6/57.

on the

can

"RESPIRE"

STEERING GEAR.

Steering chains renewed

Emergency tiller made & fitted.

FORE PEAK TANK

2 frames renewed PLS and additional stiffening consisting of a mid height stringer 6" wide with 4"x4"x1/8" O.A. face bar was fitted PLS. & 4"x4"x1/8" O.A. horizontal strut fitted between stem & collision bulkhead with 2'0"x2'0"x1/2" doubling plate on bulkhead collision bulkhead 35, wing plate cropped & part renewed PLS

CREW ACCOMMODATION FORWARD.

6 frames renewed PLS with 3"x3"x3/8" I.O.A.

6 beam/frame struts renewed. PLS

DIESEL OIL WING TANKS & ENGINE ROOM.

approx. 6 frames renewed.

GENERAL

2 hand pumps supplied

Ventilator plugs & canvas covers renewed

Air pipe plugs & canvas covers renewed

All companionway doors faired & repaired as necessary

60 fathom 2 1/2" steel rope supplied.

60 fathom 4 1/4" steel rope supplied.

& few other minor repairs also carried out.

ALTERATIONS

The original steam propelling engine & boiler together with the coal bunkers & boiler feed water tanks PLS were removed & a new seating suitable for a 'PETERS' diesel engine was built into the existing structure previously occupied by the boiler and an all welded DIESEL OIL FUEL TANK built into the shell PLS all as per approved plan attached.

The original main engine seating abaft of the above space remains & this space has been utilised for auxiliary machinery etc.

The DIESEL OIL FUEL TANKS were tested as per rule, upon completion of this work.

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

SEE FIRST ENTRY