

Rpt. 8

Port SOUTHAMPTON

No. 24299

Date of writing Report 25/6/57

When handed in at Local Office 25/6/57

Received London 27 JUN 1957

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"

Tons gross 54.36

Built at THORNE

By Whom RICHARD DUNSTON LTD

Year 1943

Gray, Mackenzie & Co. Ltd

Owners' address 122, LEADENHALL STREET

(If not already in R.B.)

Port of Registry LONDON LONDON E.C.3

Keel Afloat or in Drydock BOTH

Name of Dock MESSRS. GLEBE CONSTRUCTION WORKS BITTERNE, SOUTHAMPTON

Date of last exam. on 13/3/57

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

Report No. 237 Port

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Repairs 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 filed if necessary in the body of the Report. Outstanding items to complete the Survey must 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, must be summarised in the form below. When, at a Special Survey, the Shell and Deck is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chains are replaced or retested the necessary particulars are to be given on Report 8(Eq) and are to be attached to this Report.

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

~~CLASS CONTEMPLATED~~

References and references to any letters relating to this Report.

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

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION 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. item. 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.

REPAIRS.

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 putty flush renewed

Shoe plate doubled welded around trailing edge of the rudder.

WEATHER DECK. (DRILL TESTED)

Stings 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
Renewed								
Renewed and Fair'd or Repaired								
Renewed or Repaired in place								

Survey also been held on machinery of the Ship? YES

Now

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

YES

GRAY, MACKENZIE & CO LONDON.

When will the Report 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 VESSEL IS ELIGIBLE IN OUR OPINION TO BE ACCEPTED INTO CLASS A1 FOR HARBOUR TOWING SERVICE with docking record of 3,57

Endorsement B.

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

Date of Committee

TUESDAY 29 APR 1958

Minute

See minute on Rpt. 1. att'd.

Noted for Header

30m.5.55

TABLE 1

Items	PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		CLASSIFICATION		SURVEY	
	Now Examined	YES NO or NONE	Tanks	Now Examined Internally	Now Tested	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock slip.	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 CREW ACCOMMODATION	YES		Oil Fuel Bunkers and Settling Tanks	YES	YES	
'Tween Decks	NONE		Side Tanks	NONE		
Fore Peak Spaces	NONE		Wing Tanks	NONE		
After " " TRANSOM	YES		Other Tanks	NONE		
Engine Space	YES		Cargo Tanks (Tankers)			
Boiler	NONE		Cofferdams	NONE		
Under Engines and Bottom	YES		Pump Rooms			
Tunnel and Well	NONE					
Coal Bunkers	NONE					
Chain Locker	YES					
Other Spaces	NONE					
			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? **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	—
" " in way of side scuttles	—	Cement or Asphalt	—
Rudder and Sternframe	Good	Cargo and other Hatchways	—
Decks	Good	Hatches and closing appliances	—
Superstructures and their closing appliances	—	Ventilators, their coamings and closing appliances	Good
Coamings and Casings	Good	Companionways and Skylights	Good
Beams and Fastenings	Good	Shell Openings	—
Frames	Good	Ash Shoots	—
Reverse Frames	Good	Overboard Discharges and Scuppers	Good
Longitudinals	—	Freeing ports	Good
Transverses	—	Steering Gear (Main and Auxiliary) examined and found	Good
Floors	Good	Windlass examined and found	Good
Keelsons	Good	Pumps	Good
Stringers	Good	W.T. Doors	—
Inner Bottom Plating	—		
Bulkheads	Good		

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

REMARKS, REPAIRS, Etc. (Contd.)

Bulwarks capped & 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 fathoms 3/4" stud link cable supplied & verified with test certificates but head davit made & fitted for handling the anchor.

Windlass overhauled & made workable.

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

Rpt. 9a Port of **SOUTHAMPTON** Continuation of Report No. **24299** dated **25/6/57** on the

"RESPITE"

STEERING GEAR.
Steering chains renewed
Emergency tiller made & fitted.

FORE PEAK TANK
2 frames renewed P&S and additional stiffening consisting of a mid height stringer 6" wide with 4"x4"x1/8" O.A. face bar was fitted P&S. & 4"x4"x1/8" O.A. horizontal strut fitted between stem & collision bulkhead with 2'0" x 2'0" x 1/2" doubling plate on bulkhead
bolts on bulkhead 35, wing plate capped & part renewed P&S

CREW ACCOMMODATION FORWARD.
6 frames renewed P&S with 3"x3"x3/8" I.O.A.
6 beam/frame struts renewed. P&S

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 its coal bunkers & boiler feed water tank P&S 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 P&S 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.

