

WRECK  
SECTION

Rpt. 8.

(Received at London Office

No. 15514

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 1953 When handed in at Local Office 27. 2. 53 Port of BELFAST

No. in Survey held at BELFAST Date, First Survey 2<sup>nd</sup> February Last Survey 14<sup>th</sup> February 1953  
Reg. Book. on the Wood Iron or Steel ES BANNROSE (ex CRAGSMAN 51) (No. of Vessels 51)52753 TONNAGE: Built at PAISLEY By whom BOW, Mc LACHLAN AND CO When 1924 MONTH 9  
GROSS 377 Owners S. WILLIAM COE AND CO LTD Owners' Address (If not already recorded in Appendix to Register Book).  
UNDER DK 254 Managers Port belonging to LIVERPOOL  
NET 143

Surveyed Afloat or in Dry Dock? BOTH Name of Dock CLARENDON Dock &amp; Dry Dock Destined Voyage Belfast to London.

Cell D Bor DBa 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. 136380 Port Liv.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items 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.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER.	Machinery and Boiler
* for Special Survey.	Surveys
Date of last Survey and of	(Including date of N.B., if any).
Periodical Surveys.	
100A1-11,51	L.M.C.-9,48
S.E. GRK.-9,48	D.S. 9,51
1 DK.	T.S.C.L. N 9,51.
Cargo battens not fitted	
Cargo battens NOT FITTED.	
Society's Freeboard (if assigned) as painted on Ship and now verified ft. 7½ ins.	

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR general Examination for fortification of special survey with a view to preparing a specification.  
Now Done.

Vessel placed in drydock, bottom shell and rudder cleaned down and examined.

General Examination made of holds, bilges, floors (with part floor ceiling removed), fore and aft peak tanks and spaces above, engine and boiler spaces (and under boiler), double bottom tank internally, coal bunkers (with part coal aboard) weather decks, casings, coaming hatchways and closing appliances, windlass and general equipment, main and auxiliary steering gear.

During this examination, at the owners request, repairs which would be

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks efficient	efficient	efficient	(State if on Felt.)
Caulking of Decks efficient	efficient	Coal Bunkers, Openings, Covers, &c. efficient	When fitted, Month Year
Coamings efficient	efficient	Oil Bunkers	
Beams & Fastenings efficient	efficient	Scuppers efficient	Boats
Outside Plating efficient	efficient	Cargo Hatchways efficient	Masts, Yards, &c. efficient
" " In way of sidelights efficient	efficient	Hatches efficient	Condition, how ascertained from deck (2)
Frames efficient	efficient	Planking	(State if wedges removed.)
Reverse Frames efficient	efficient	Caulking	Equipment letter
Longitudinals efficient	efficient	Treenails	Anchors, No. of 2 bows and 1 stern
Transverses efficient	efficient	Breasthooks & Stems	Cables (State if now ranged) Yes.
Floors efficient	efficient	Transoms, Pointers & Crutches	" length 165 mean diamr. 1½
Keelsons efficient	efficient	Timbers of Frame at openings	" (on board.)
Stringers efficient	efficient	" " at other places	" Rule length 165 size 1½
Inner Bottom Plating efficient	efficient	Stringers, Clamps & Shelves	Chain Locker efficient
Have the Tanks been examined internally? Yes	efficient	Sitting	Hawsers & Warps efficient
Have the Tanks been tested? No	efficient	State if examined.	Standing and Running Rigging efficient
			Sails

General Observations, Opinion as to Class, Recommendation, &amp;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 ex No. 1-38."

This report is forwarded for the information of the Committee.

Survey Fee (per Section 29) GEN. EXAM. £ 13 : 0 : 0  
FEE FOR INTERIM CERT £ 10 : 0 : 0  
Special Damage or Repair Fee (if any) (per Sec. 29)  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Fees applied for, 27. 2. 1953  
Received by me, 19

Committee's Minute

Character Assigned

R. Knapp & A. Murray  
Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation



N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

For special survey fairly extensive repairs to the main bulkhead, bunkies, and aft peak tank top could be anticipated. Due to the cost of repairs and the conditions of the trade for a ship of this tonnage the owner decided to sell the ship for scrap to the British Iron and Steel Corporation with delivery at Preston. Accordingly the vessel was closed up and Annual Freeboard Survey carried out, and an Interim Certificate issued to enable vessel to sail to Preston (see copy attached also letter forwarded to the Union Secretary on the 11<sup>th</sup> February 1953). The vessel being considered in an efficient condition for the contemplated voyage.

Storing rod guides and rudders lead lignum vitae blocks to be renewed at next drydocking.

No action taken at this time with the other items.

This item was specially examined and found to continue efficient. Lights rigged and set up measured maximum reading  $2\frac{1}{2}$ "

R. K.

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

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# REPORT

LLO



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

being fit to

his Certificate is issued. While the Committees are to be understood that no person is responsible for any inaccuracies or other publication of the same, or the Surveyors, or

. B.) 30m, 12,51. (MAD)

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