

Rpt. 8

Date of writing Report

23/4/58

When handed in at Local Office

26/4/58

Port

Glasgow

No.

88680

Survey held at

Tromie

No. of Visits

21

First Date

24/1/19 58

Last Date

23/4/19 58

## 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.

03024

on the Iron or Steel

S.S.

"BALLYHALBERT"

Built at

E. Bowes

By Whom

J. Samuel White & Co Ltd

Tons gross

743

Year

Month

When

1920

8

Owners

John Kelly & Co

Owners' address

(If not already in R.B.)

Managers

S. H. P. Kip

Port of Registry

Selfport

Surveyed Afloat or in Drydock

on Slipway

Name of Dock

Argyll Street D.Y.

Date of last examn. in Drydock

16/4/58

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

Last Report No.

16336

Port

Bel

To be filled in at Head Office.

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 blocks are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

ve dates and references to any letters relating to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
-1-100 A1	7/57	-1-LMC	3/54
S.S. IRV	3/54	MBS	7/57
(DR)	2/50	T.S.C.L.	7/57M
		SPS	3/54

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

Yes - not required

Freeboard as marked on ship and now verified

3

8 3/4

ins

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

### EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING DAMAGE & SPECIAL SURVEY 'D'

The damage stated caused by (1) Handling at Ryassan on 8<sup>th</sup> to 22<sup>nd</sup> January 1958 and (2) Collision with M.V. "SEAMEN" at Liverpool on 21/4/57.

Damage repair (1) (plates numbered from forward)

Keel plates No. 1.4.7.8.9 renewed, No. 2 removed & replaced, No. 5 faired in place, & keel shoe on No. 10 renewed, break in stem frame (lower arch) bent out and welded (see sketch sheet 2). Starboard side) A Shale No. 4.5.7.8.9 renewed, No. 2 removed & replaced, No. 6 faired in place, B Shale No. 4.7.8.9 renewed, No. 3.5 faired in place, C Shale No. 4.5.7.8.9 renewed, No. 6 faired in place, D Shale No. 4.5.6.7.8 faired in place, Bilge keel renewed (B.P. angle) B skeleton floor frames bent renewed, & 2 frames removed & replaced, 5 floor plates renewed, 9 floor plates bent renewed, 11 released & faired in place, & 2 bent renewed & replaced, 18 skeleton floor plates renewed, 2 plates faired in place & 1 removed & replaced, 3 struts renewed, 6 struts removed & replaced, Centreboard bottom angles bent renewed & bent removed & replaced, vertical angles bent renewed & bent removed & replaced, Centreboard plating bent removed & replaced,

Port Side) A Shale No. 3.4.8.9 renewed, No. 5.7.10 faired in place, B Shale No. 4.5.6.7.8 renewed, No. 9 faired in place, D Shale No. 3.4.5.6.7 faired in place

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	30			40	2 part	5		See Report
Removed and Faired or Repaired	2			6	3			
Faired or Repaired in place	20			26	2	2		

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

Yes

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

Yes

so, is the Report sent now, or when will it 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 in our opinion is eligible to remain as Classed & to have record of drydocking 4/58 and notation of S.S. IRV - H/58 (DR) Subject to Stem frame E.W. 4/58 being specially examined at the next drydocking.

J. Kemp & J. B. Taylor  
Surveyors to Lloyd's Register of Shipping

GLASGOW 20 MAY 1958

Date of Committee

Minute

DS 4/58 subject

S.S. IRV 4/58 (Dr)

ES 4/58

MBS 4/58

CERTIFICATE WRITTEN 10/6/58

TS 4/58

SPS 4/58

002515-002521-00341/4

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Lloyd's Register of Shipping



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING DAMAGE & SPECIAL SURVEY D

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	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	(ALL)	Yes	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	none	
Holds	(ALL) Yes	Deep Tanks	none	
Tween Decks	(ALL) Yes	Oil Fuel Bunkers and Settling Tanks	none	
Fore Peak Spaces	Yes	Side Tanks	none	
After " "	Yes	Wing Tanks		
Engine Space	Yes	Other Tanks		
Boiler " "	Yes	Cargo Tanks (Tankers)		
Under Engines and Boilers	Yes	Cofferdams		
Transverse Well	Yes	Pump Rooms		
Coal Bunkers	Yes			
Chain Locker	Yes			
Other Spaces	Yes			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	none	
		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 casing, 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? Yes

Has steelwork had rust removed and afterwards been repaled 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 Renewal

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? none 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	Good	Staircase Valves examined and found	none
" " in way of side scuttles	"	Cement or Asphalt	"	Alt and Sounding Pipes	Good
Rudder and Sternframe	"	Cargo and other Hatchways	"	Double Plates under Sounding Pipes	"
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	"
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	Yes
Coamings and Casings	"	Companionways and Skylights	"	Chain Locker	Good
Beams and Fastenings	"	Shell Openings	"	EQUIPMENT	
Frames	"	Anti Shoots	none	Equipment Letter	J
Reverse Frames	"	Overboard Discharges and Scuppers	Good	Equipment, No. of	26.15
Longitudinals	none	Freight ports	"	Condition	Good
Transverses	"	Steering Gear (Main and Auxiliary)	"	Cables (State if now ranged and examined)	Yes
Floors	Good	examined and found	"	" length 210 ft. mean diam.	1 1/4"
Keelsons	"	Windlass examined and found	"	" Rule Length 210 ft. Size	1 1/2"
Stringers	"	Pumps	"	Hawsers and Warps	Good
Inner Bottom Plating	"	W.T. Doors	none	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	15 ft. of Cable retested
Bulkheads and Tunnel	"				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? none See Below

REMARKS, REPAIRS, Etc. (Contd.) (Port Side)

Damage repair (1) Bulkhead 3p. range renewed, 8 floor frames part renewed, 10 frames part renewed, frames & replaced, 3 frames joined in place, 8 floor plates part renewed, 2 floor plates part renewed, frames & replaced, 13 floor plates joined in place, 4 rudder plates renewed, 2 tank top plates renewed, 2 tank top plates part renewed, 2 tank top plates joined in place, 25 floor bottom angles part renewed, 3 bottom angles joined in place, 9 bottom angles renewed, frames & replaced, 18 skeleton floor frames part renewed, 3 frames part renewed, frames & replaced, 12 skeleton floor plates renewed, 3 skeleton floor plates joined in place, 2 struts renewed.

Damage ① £ 36-15-0  
② £ 5-5-0

Survey Fee S.S. £ 31-0-0  
DAM. RPRS £ 42-0-0  
Special Damage or Repair Fee (if any) £ 20-0-0  
W.T. RPRS £ 10-10-0  
Travelling Expenses (if chargeable) £ 7-7-0

Rpt-9a Cont. Sheet (2)

Port of GlasgowContinuation of Ship/ 444 Report No. 86484

Continuation of Report No.

dated

23/4/58

on the

on the S.S./ N.M. "BALLY HALBERT"

Damage repair (1).

(Port Side) Intercoastal plates part renewed, part removed, frames replaced & part joined in place, shell angles part renewed, removed frames & replaced & joined in place, 4 vertical angles renewed & 2 angles renewed frames & replaced.

Pipes & D.B. Tanks tested, machinery spaces flooded, all repair satisfactory.

Damage repair (2). (Port Side) G. Staircase shell plates 102 & 3 part renewed,

5 plates & 3 frames in place, 2 frames part renewed, bulwark rail bars part removed frames & replaced, bulwark plating joined in place, 8 bulwark stays renewed. All plating partly joined in place; repair held & satisfactory.

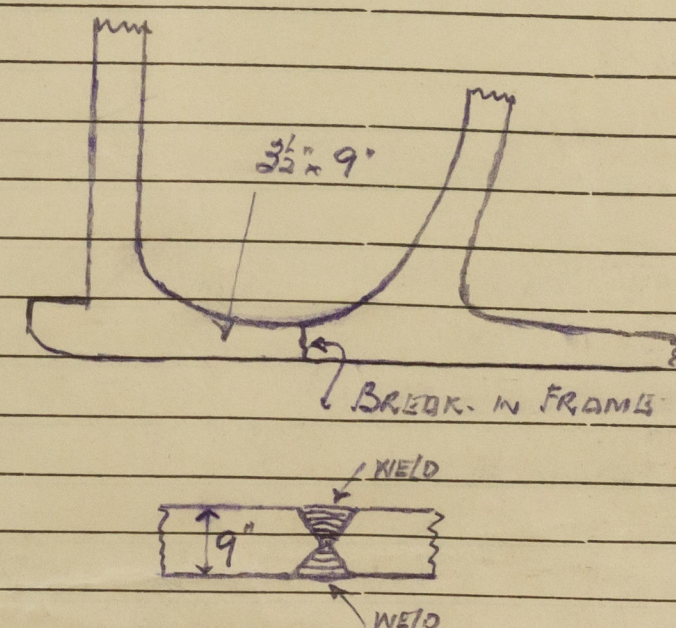
Main &amp; trans repairs

Upper and plating double end friends, 2 RD and angles plates (PS) renewed, deck plating doubled in 2 places (PS), deck plating doubled (SS), Inque Casings Coaming part renewed, Casings top plating part renewed PS, upper and bulwark rail bars part renewed PS. 2 hatch doors renewed, 1 tank top plate PS renewed, 4 hold deep brackets (PS) renewed, face bars on 7 deep brackets renewed, hole plates renewed, hole sill plating renewed, mast stool on deck renewed, W.T. Bulkheads (Coal bunkers) plating part renewed, aft bulkhead in coal bunker plating part renewed, crossbeams on bulkhead renewed, 1 house angles fitted to 15 frames PS in holds, foremast, 4 struts & 7 beams on foremast renewed, 6 bracing screws on main mast renewed, 2 hatch beams renewed, top bottom angles on 8 hatch beams renewed, 15 fathoms chain cable renewed, 10 house angles fitted to 3 frames PS in forepeak, 6 beam knees in forepeak renewed, 1 length of Steing Chain & 1 spare length renewed (tested material).

D.B. Tanks tested & other repair held where necessary, all satisfactory.

H.Berny

Damage repair (Standing at Anderson 8th 22nd/1/58)  
to Stimpans



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Lloyd's Register

002515-002521-00347/4 dation



SHIP'S NAME *BALLYHALBERT* DATE OF DRILLING *18/2/58*

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		Letter	AMIDSHIPS						FORWARD						AFT						REMARKS
POSITION	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.					
<del>Bridge</del> Sheerstrake	G.	.44	.45	.45	-	-	.34	-	-			.34	.40	.40	-	-					
<del>Bridge Strake</del> below																					
Sheerstrake ...	F	.44	.46	.45	-	-	.34	.48	.55	-	-	.34	.44	.43	-	-					
1st Strake below	E	.42	.36	.35	.06	.07	.34	.31	.45	.03	-	.34	.46	.33	-	.01					
2nd    "    "	D.	.42	.39	.35	.03	.07	.34	.45	.46	-	-	.34	.40	.39	-	-					
3rd    "    "	C	.40	.40	.40	-	-	.36	.42	.46	-	-	.36	.43	.40	-	-					
4th    "    "	B.	.40	CEMENT		-	-	.36	.43	.42	-	-	.36	.35	.35	.01	.01					
5th    "    "	A.	.40	CEMENT		-	-	.36	CEMENT		-	-	.40	.38	.35	.02	.05					
6th    "    "			✓	✓	✓		✓	✓	✓			✓	✓	✓							
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    "    "														

*H. Berry*  
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  
*AF FR. SPACE AFT OF BRIDGE AT MID LENGTH N2 HATCH*

STRAKE	FORWARD						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.			
R. QUARTER DR.													
Stringer Plate ...	<del>.40</del>	.45	.46	-	-	<del>.40</del>	.35	.40	.05	4			
1st Strake Inboard ...	.32	.36	.36	-	-	✓	✓	✓					
2nd " " ...	.32	.32	.36	-	-								
3rd " CENTRE ...	.32	DOUBLE		-	-								
<del>4th</del> " " ...	✓	✓	✓										
<del>5th</del> " " ...													
<del>6th</del> " " ...													
UPPER DR. STRINGER AT BRIDGE FRONT.	.46	.38	.38	.08	.08								

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



### RPT 8(Eq) (EQUIPMENT)

*To be securely attached to*

SHIP'S NAME. "BALLYHALBERT"

REPORT *Glasgow*

No. 88484

**When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:**

## ANCHORS

[illegible]

## CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable						Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent	
	Length	Diam.	Statutory	Breaking	Supplied			Rule			Length	Diam.				
					Cwts. or Kilogs	qrs. or Kilogs	lbs.	Cwts. or Kilogs	qrs. or Kilogs	lbs.						
	Fathoms or Metres	Ins. or M/mms	Tons or Kilogs	Tons or Kilogs	Cwts. or Kilogs	qrs. or Kilogs	lbs.	Cwts. or Kilogs	qrs. or Kilogs	lbs.	Fathoms or Metres	Ins. or M/mms				
31941	15½	1¼"	28½	42½	12	3	3	12	-	-	-	-	STUD LINK	W. L. BYERS & CO	LPHLW 26/8/57 R.J. Vogan	
24612	One joining shackle - 15 lbs weight - Test(s) 28½ for 1¼" cable														"	LPHLW 10/2/50. R.J. Vogan

K. Berry (per G. B. Taylor)  
Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? *Yes*

5m, 7, 57 T.

002515-002521-0034 4/4