

Rpt. 8 /T.

Port. NEWCASTLE-ON-TYNE

No. 114514

Date of writing Report 16.7.57 When handed in at Local Office 17.7.57.

Received London 31 JUL 1957

Survey held at SOUTH SHIELDS.

No. of Visits 53

First Date 21.1. 57.

Last Date 5.7. 57.

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.

53100

on the Iron or Steel

"BARON HERRIES".

Built at PORT GLASGOW

By Whom Lithgows Limited.

Tons gross 4674
Year 1940 Month 2

Owners Kelvin Shipping Co. Ltd.

Owners' address
(If not already in R.B.)

Managers H. Hogarth & Sons Limited.

Port of Registry ARDROSSAN

Surveyed Afloat or in Drydock Both

Name of Dock J. Readhead & Sons Ltd.

Date of last examn. in Drydock 27.6.57.

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

Last Report No. 133793.

Port. Lon

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

Give dates 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

his services for this purpose and to whom and why they were declined. yes

Owners Supt. Not required.

Freeboard as marked on ship and now verified 3 ft 1 1/2 ins

Was a damage report made by anyone else? If so, by whom? No

EXAMINATION AND REPAIRS AS PER RULE FOR PERIODICAL SPECIAL SURVEY 'C' DAMAGE AND OIL FUEL CONVERSION.

Due 1.56

Ship 17 years old

WEAR & TEAR REPAIRS. Anchors and Cables. Anchor crown pins hardened up.

udder. Bottom Lignum Vitae bush renewed.

Port and Starb. plates and nose plate cropped and lower portions renewed.

Solepiece pitting built up with welding.

hell. Forward and after keel plates some leaking rivets welded.

Approx. 900 port and 1,100 starb. scrubbed and defective rivets renewed in shell sides.

Nos. from forward. G1 Port, G1 Starb. Cropped and partly renewed.) On account of) grooving.
H1 Port, H1 Starb. Renewed.

Sheerstrake plates on stern 1 port, 1 starb. renewed.

Nos. from aft. B1 port, B1 Starb. Renewed.

A1 port, A1 Starb. cropped and upper part renewed.

C2,3 port, C2,3 Starb. cropped and lower part renewed.

Tunnel Well Internals. Frames 6 port 6 starb. cropped and lower portion renewed. Floors 1

port, 1 starb. renewed. 1 port, 1 starb. fitted with face angle.

Centre girder top bar cropped and partly renewed. 1 top bracket renewed.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	9							
Removed and Fairied or Repaired	6	10 part						Bilge keel & Bulkhd. plates (See Report)
Fairied or Repaired in place	22	17				1		

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

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

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

Owners

Has Interim Certificate been issued? Yes and copy placed on board

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 ship is eligible in my opinion to remain as classed with record of docking 6.57 and notation of S.S. Shl. 7.57 and "Fitted for Oil Fuel 7.57 FP above 150° F".

J. Ballantine for Self
and R. Brown
Surveyor to Lloyd's Register of Shipping

J. BALLANTINE . R. BROWN.

FRIDAY 23 AUG 1957

Date of Committee

Minute

DSG, 57, without spec. edn.

(Delete duplicate)

S.S. Shl. 7.57, 0.0.25 EST, 57

TS6, 57

MBS 1, 57

SPS 7, 57

CERTIFICATE WRITTEN.

OF 7, 57



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR:

PERIODICAL SPECIAL SURVEY 'C'

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 unshipped	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams) All	Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	(O.F. Nos. 2A & d)	Yes	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks at sides of tunnel aft.	Yes	Yes
Holds	Yes	Deep Tanks	None	
'Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	None	
After	Yes	Wing Tanks	None	
Engine Space	Yes	Other Tanks	None	
Boiler	Yes	Cargo Tanks (Tankers)	None	
Under Engines and Boilers	Yes	Cofferdams	None	
Tunnel and Well	Yes	Pump Rooms	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?	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 casings, etc., been removed and replaced as required by the Rules?	Yes
Have the bilges been cleaned out and examined?	Yes
Has steelwork had rust removed and afterwards been recoated as necessary?	Yes
Were inspection plugs or any inspection removed in insulated spaces for examination of steelwork?	None
Has a Load Line Survey been held?	Yes
Have the shell and deck plating been drilled as per Rule?	No
Have any alterations to the approved scantlings and arrangements now been effected?	No

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 Coaming	Good	Sluice Valves examined and found	None
" "	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	By Examm. Good
Coamings and Casings	Good	Companionways and Skylights	Good	CHAIN LOCKER	
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Reverse Frames	Good	Ash Shoots	None	Equipment Letter	C37
Longitudinals	None	Overboard Discharges and Scuppers	Good	Equipment Letter	3B.15
Transverses	None	Freeing ports	None	Condition	Good
Floors	Good	Steering Gear (Main and Auxiliary)	Good	Cables (State if now ranged and examined)	2.7/1
Keelsons	Good	examined and found	Good	length 270 fms. mean diam. 2.5/1	
Stringers	Good	Windlass examined and found	Good	Rule Length 270 fms. Size 2.5/1	
Inner Bottom Plating	Good	Pumps	Good	Hawsers and Warps	Sufficient
Bulkheads and Tunnel	Good	W.T. Doors	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report & (Eq) and attach.	No

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee £148.0.0.
O.F. Conversion. £45.0.0.
Special Damage Fee (if any) £25.0.0.

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

pt. 9a /T.(2).

ort of NEWCASTLE-ON-TYNE.

Continuation of Report No. 114514 dated

on the

"BARON HERRIES".

Fore Peak Tank. 3 Floors wasted flanges cut off and angle face bars fitted.

Washplate aft end angle conn. partly renewed.

Chain Locker. Bottom plating completely renewed. Stiffener bottom brackets and centre division bottom bar renewed.

Nos. 1 and 2 D.B. Tanks. A number of started rivets renewed in Intercostals

No. 1 Hold. Tank top nos. from forward. Port A2,3, B1 Starb. A2,3 Renewed.

For'd Centre Line Bh'd 5 stiffener bottom connections renewed. After Centre Line

Bh'd 1 plate renewed, 1 plate part renewed, channel hatch end stiffener renewed.

After Bulkhead 12 stiffener bottom angles renewed. Main Frame reverse angles 14 port 14 starb cropped and partly renewed at bottom.

Nos. 2 Hold. For'd Centre line Bh'd 1 plate renewed, 1 plate part renewed, Channel hatch end stiffener renewed. After Centre line Bh'd 1 plate renewed, channel hatch end stiffener renewed. After Bulkhead, all stiffener bottom angles renewed.

No. 3 Hold. Tank Top Nos. from forward.

Port B2 Starb. B2 renewed. Forward Bulkhead 3 coaming plates renewed.

For'd Centre Line Bh'd 4 Vertical plates renewed and channel hatch end stiffener renewed. After Centre Line Bh'd 2 plates renewed and channel hatch end stiffener renewed. After Bulkhead 2 coaming plates renewed.

No. 4 Hold. Tank top (Nos. from forward).

Port B3, C4, D2 Starb. B2,3 Renewed.

Port B2, C1 Cropped and partly renewed.

Forward Bulkhead. 1 Coaming plate and all stiffener bottom angles renewed.

Thrust recess after end 2 plates renewed.

Tunnel, side plates 2 port, 2 starb. renewed and 1 plate starb. cropped and partly renewed. After crown plate renewed starb. side.

Forward Centre Line Bh'd 2 plates renewed and hatch end channel stiffener renewed.

After centre line Bh'd 4 plates cropped and partly renewed.

After Bulkhead 1 coaming plate renewed.

No. 5 Hold. Forward Centre Line Bulkhead 1 plate renewed.

After Peak Tank. A number of slack rivets in brackets and stiffeners renewed.

Engine Room. Port side injection box renewed. 6 frames cropped and partly renewed at bottom. 5 Bilge brackets renewed. Tween deck plating Nos. as per deck plan.

No. 1 Tween Deck. Starb. side C.16 cropped and after portion renewed.

No. 2 Tween Deck. Stringer plates No. 11 port, No. 11 Starb. renewed.

At fore end of hatch starb A5 and B5 cropped and partly renewed.

At after end of hatch 3 plates renewed.

No. 3 Tween Deck. Stringer plates Nos. 9 and 10 port and No. 9 Starb renewed.

No. 10 starb. cropped and partly renewed. Port C10 and D10 & 11 renewed.

Starb. C.10 and D.10 cropped and partly renewed. At fore end of hatch 4 plates cropped and partly renewed. At aft end of hatch 4 plates cropped and partly renewed.

Tween Deck at Casing Sides. Tween deck frames 6 port 1 starb. renewed. Main frames

at top port side 4 cropped and partly renewed. Deck plate in way of Bidley door port and starb. cropped and partly renewed, and casing ground bar in way renewed.

No. 4 Tween Deck. Stringer plates No. 5 port renewed. Deck plates port A.3 B1 Starb.

B.1, D.2 cropped and partly renewed. After Bulkhead lower plating cropped and partly renewed.

No. 5 Tween Deck. Stringer plates Starb. No. 3 renewed. Port No. 2.4. Starb. No. 2.4.

111.4.55. T. (MADE AND PRINTED IN ENGLAND.)

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"BARON HERRIES".

No.5 Tween Deck (Cont'd). cropped and partly renewed. Deck plates. Port C.1,2 D.1,2 Starb. Ck, C2 renewed.

Port A3, B1, C4 Starb. B1 cropped and partly renewed. 1 plate at after end of hatch renewed Tween deck in tonnage space.Stringer plates 2 port 2 Starb. cropped and partly renewed. Stringer bar p. & s. cropped and partly renewed. 2 Deck plates and after bulkhead ground bar renewed. Propeller housing recess. 2 End plates, forward plate and bottom plate renewed.

Tween Deck in aft accommodation. Stringer plates 1 port 1 starb. renewed. Stringer angles at aft peak tank top p.&s. renewed. Deck plates port B1 starb. B1 renewed. Starboard A.1 cropped and partly renewed.

Forecastle space. Upper deck plating doubled at after end at front bulkhead Fo'ole front coaming renewed at port side. Lamp locker bulkheads partly renewed at bottom.

Upper Deck. Port abreast No.1 hatch 1 plate adjoining stringer renewed. In way of Engineers accommodation fore end. Port 1 plate adjacent to stringer renewed. 1 plate in alley way cropped and after end renewed. Starb. 2 plates adjacent to stringer renewed. Port abreast No.5 hatch 1 plate adjoining stringer renewed. In way of after sidehouses, 1 plate port and 1 plate starb. renewed. Deck plate between No.5. and tonnage hatch renewed. Galley deck plating renewed. Galley casing, coaming plates port side renewed and corner plates and forward end plate cropped and partly renewed.

Forecastle Deck. Port A.1, C.1, D.1, E.1 renewed.

Starb. A.1, C.1, D.1,2, E.1 renewed. B.1 cropped and after end renewed

Hatches. A number of hatch beam angles and rest bars faired 13 wood hatch covers renewed. 19 batten bars renewed. Casing top:- 2 storm covers renewed.

A number of minor repairs carried out on deck.

Masts and rigging. The fore and main steel topmasts renewed.

All rigging repairs as per report attached. Steel wire Towline renewed.

DAMAGE REPAIRS. Various damages. Cause not stated.

Shell Nos. from aft. Port side. F.12, G.12,13,14,15,16 renewed. (6)

H.14,15,16 removed, faired and refitted. (3)

F.14,16, G.9,10, H.6,7,9,17. J.7,9,13,16 Faired in place. (12)

Starb. side G.14,15,16 renewed. H.17, J.6, 17 removed and fitted. (3). (3)

E.10,F.13,15,16, H.8,9,16, J.5,9,16 faired in place. (10).

Bilge Keel port No. 2 length from forward. Faired in place.

Internals port side at F.12, G.12 and 13. No. 2 Hold 8 frames cropped, part removed, faired and refitted. 1 frame faired in place. No. 3 Hold 2 frames faired in place.

No. 1 Hold Port Side at H.16, 6 Frames faired in place. After bulkhead wing plate cropped and partly renewed and shell angle cropped and partly renewed.

Starb. side at J.17. No. 1 Tween Deck 1 frame removed, faired and refitted

2 frames faired in place. Tween deck stringer plate faired in place. No.1 Hold 1 frame cropped part removed, faired and refitted. 1 Frame & Beam end faired in place

1 Beam knee removed, faired and refitted. Starb. side at G.14 and 15. No.2 Hold 5 frames faired in place. Shell hose tested on completion of repairs and found

satisfactory.

OIL FUEL CONVERSION. The original side coal bunkers port and starboard in machinery

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"BARON HERRIES".OIL FUEL CONVERSION (Cont'd).

space removed and new oil fuel side bunkers constructed with settling tanks at forward end. Additional oil fuel tanks constructed in tween decks port and starboard made common with side bunker.

The original No.2 double bottom tank has been sub-divided with new tank end at frame 115 and after tank (2A) used for oil fuel or water ballast. The original No.3 double bottom tank divided and new tank ends fitted at frames, 84 and 91. The portion 91 and 92 used as overflow oil tank, 84 to 91 as oil fuel or water ballast, and 83 to 84 as cofferdam. Bunker hatchways on tween deck port and starboard have been dispensed with and openings plated over. Bunker hatchways on shelter deck, one port, one starboard have been removed and renewed and stiffened as expansion spaces for side bunkers. Ash shoot dispensed with and openings in shell, deck, and casing side plated over. All necessary additional air and sounding pipes fitted. The coal shoot opening at shelter deck plated over. The bunker hatch on casing top removed and opening plated over, and space above shelter deck used as drying room and laundry. The saddle back in 'tween decks removed and casing plated in.

Oil Fuel Bunkers fitted as per approved plan, copy of which accompanies this report.

Oil gutter ways fitted round O.F. tanks in machinery space, draining into bilges.

Heating Coils fitted in D.B. oil fuel tanks, oil fuel side bunkers and settling tanks, tested and found satisfactory.

Steel trunk fitted through wing bunkers port and starboard to take de-gaussing cables.

Oil Bunker bulkheads fitted with wood sheathing on Hold side. Double bottom seams and butts in way of oil and deck at crown of O.F. tanks, re-inforced with welding.

AMENDMENTS. Deckhouse and sidehouses aft on shelter deck have been completely renewed and extended aft. Rudder stock was cut below shelter decks, machined, and tiller refitted in steering flat instead of above shelter deck as previously. Deck bearing fitted on underside of deck.

Emergency Steering Gear. All blocks and wire ropes renewed and led through sheaves on deck to after winch. Ship has been re-measured for tonnage, new figures as under:-

Gross Tonnage 4674.22 Net tonnage 2634.80

CONDITION OF CLASS. Plating etc. in F. strake at after end of No.2 Hold port.

examined and dealt with as necessary. Repairs to shell frames Nos. 74 to 78 port in Engine Room have been completed.

It is submitted that above items be deleted.

ENDORSEMENTS.

Indents in shell plates p & s have been dealt with and it is submitted this item be deleted.

Plan accompanying this report "Oil Fuel Bunkers".

FOR REGISTER BOOK.

D.B. Part O.F. Part WB. Side tanks in machinery space and tween decks (p.&s.) O.F.

2520-19900-265200



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