

Rpt. 8

Port Liverpool

15 JUN 1960

No. 154388

Date of writing Report 14th May, 1960.

When handed in at Local Office 18.5.60.

Received London

Survey held at Birkenhead

No. of Visits 9

First Date 15.4. 19 60.

Last Date 7.5. 19 60.

## 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.

07109

S.S.

on the Iron or Steel

"CLAN MACBRAYNE"

Tons gross 7129

Year

Month

Built at Portland Maine

By Whom Todd-Bath Iron S.B. Corp.

When 1942

10

Owners The Clan Line Steamers Ltd.

Owners' address

(If not already in R.B.)

Managers Cayzer, Irvine & Co. Ltd.

Port of Registry Glasgow

Surveyed Afloat or in Drydock Both

Name of Dock Vittoria Dock afloat and

Birkenhead No. 1 Drydock

Date of last examn. in Drydock 7.5.60.

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

Last Report: No.

154330

Port LIV

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 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

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*100A1	10,59	*LMC	5,57
SS.	5,57	BS.	M 1,59
		TS.	CL 1,59N
with fbd Carrying veg. oil in		S.P.S.	3,58
DTsa			

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In 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, to Owners'

Freeboard as marked on ship and now verified

ft

ins

Representative - not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking and Damage Survey.

Damage stated to have been sustained by the ship striking a wooden jetty whilst being towed stern first towards Vittoria Dock Entrance, Birkenhead, on the 14th April, 1960, when outward bound.

Found. Rudder stock twisted approximately 12°, tiller boss fractured, steady bearing bush broken and heel pintle bush cage slack. The ship was drydocked in a loaded condition.

Now Done. Rudder stock renewed, rudder removed to shop, drill tested, checked for alignment and found free from damage (see also Wear and Tear Repairs).

Steady bearing bush renewed and steady bearing refitted and all bolts renewed (tested material).

Rudder heel bush renewed in skeg and original stainless steel cage rewooded and refitted.

The rudder and stock were checked for alignment before refitting and found satisfactory.

All rudder coupling bolts renewed (tested material).

The quadrant, springs etc. were specially examined and found satisfactory.

The tiller was found fractured and renewed.

On completion the rudder (see also Repairs Wear and Tear) was swung over by hand and power and all found in good order. See also Liverpool engine report for overhaul of steering engine.

CONTINUATION OF REPORT SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								See body of Report
Removed and Faired or Repaired								Report
Faired or Repaired in place								

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

yes.

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

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

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 ship, so far as now surveyed, is eligible in my opinion to remain as now classed in the Register Book with fresh record of D.S. 5,60, subject to set up bottom shell plating in the fore body p & s being specially examined and dealt with as necessary at next dry docking (9 months' limit) and subject also as previously recommended.

R.L. Appendix. As previously noted.

J.A. Cheyne  
Surveyor to Lloyd's Register of Shipping  
J.A. Cheyne.

Date of Committee

LIVERPOOL

14 JUN 1960

Noted for Header

Minute

D.S. 5:60 Amended subject

KEM

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR **Damage and Docking** SURVEY

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		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	No	Deep Tanks		
"Tween Decks	No	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	No	Side Tanks		
After "	No	Wing Tanks		
Engine Space	No	Other Tanks		
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Bollers	No			
Tunnel and Well	No	Cofferdams		
Coal Bunkers	No	Pump Rooms		
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

If so, Report 8(Dr) to be attached

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

If so, report details in body of Report.

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

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 &amp; 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	Satisfactory	Ceiling and Cargo Battens	Not exam'd	Sluice Valves examined and found	Not exam'd
" " in way of side scuttles	Not exam'd	Cement or Asphalt	Not exam'd	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exam'd
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Not exam'd
Beams and Fastenings	Not exam'd	Companionways and Skylights	Good	EQUIPMENT	
Frames	Not exam'd	Shell Openings	None	Equipment Letter	
Reverse Frames	Not exam'd	Ash Shoots	None	Anchors, No. of 3 B Condition	Good
Longitudinals	Not exam'd	Overboard Discharges and Scuppers	Not exam'd	Cables (State if now ranged and examined)	No
Transverses	Not exam'd	Freeing ports	Good	" length Stated mean diam.	
Floors	Not exam'd	Steering Gear (Main and Auxiliary)	Good	" (on board) Complete Size	
Keelsons	Not exam'd	examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Not exam'd	Windlass examined and found	Good	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Not exam'd	Pumps " " "	Not exam'd	now been supplied or retested, if so,	No
Bulkheads and Tunnel	Not exam'd	W.T. Doors " " "	Not exam'd	complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No

See ~~next~~ End of Report.

REMARKS, REPAIRS, Etc. (Contd.)

Rpt. Cont<sup>n</sup>. Sheet 2

Port of Liverpool

Continuation of Ship/Mar. Report No.

dated 14.5.60.

on the S.S./M.S. "CLAN MACBRAYNE"

Repairs, Wear and Tear.

Upon examination of the rudder the nose plate was found to be heavily corroded and holed, the side plates were heavily corroded and the heel pintle (mainpiece) was worn.

It was recommended that the rudder plating be renewed; but due to the present cargo commitments the Owners decided to renew the rudder from stock. This was done in association with the damage repairs and all tried on completion and found satisfactory.

See attached certificates of test and manufacture for the rudder, tiller and stock, these were checked with the renewals at the ship and the markings found to correspond.

Sundry other minor wear and tear repairs effected.

S.R.L. "Subject to tank top plating starbd. side and bilge well holed in No. 4 hold being permanently repaired by next S.S. and No. 7 D.B. tank not being used as such until repairs effected to the shell bottom plating and indented sheerstrake plating and structure in way of No. 4 tween deck being specially examined and dealt with as found necessary by the next dry docking."

The internal items enumerated above could not now be examined owing to the presence of cargo.

The indented sheerstrake plating etc. in way of No. 4 tween deck starbd. was specially examined and found to remain efficient meantime.

The bottom shell plating in way of No. 1 D.B. tank was specially examined and found to be tight, no further repairs were considered necessary at this time as the original temporary repairs were found to continue efficient meantime.

It is recommended that the two foregoing items be specially examined and dealt with as necessary at next drydocking.

S.R.L. Appendix. "Indents in shell plating p & s".

These now examined and found to continue efficient.

During the survey it was noted that the bottom shell plating was sharply set up (approximately 1")

midships and in way of No. 3 tank p & s, these extended in each instance over one frame space for more than one strake. Owing to the circumstances of drydocking the ship, it was not possible to examine the structure internally. The bottom shell is considered to remain efficient meantime, but it is recommended that it be specially examined and dealt with as necessary at the next drydocking within 9 months.

*Feb.*

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

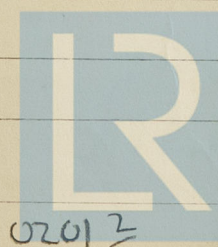
Date when A/c. Rendered

Travelling Expenses (if chargeable)

Sp. PH. £11-11-0

7/6/60

011.57. T. (MADE AND PRINTED IN ENGLAND)



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