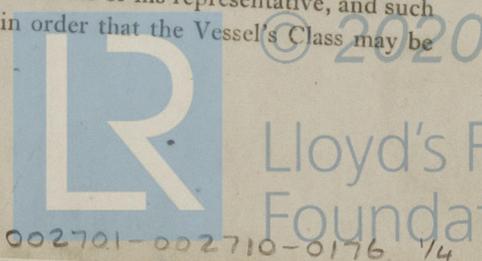


26 - 29

*Extract of Rules  
for Steel Ships*

## PERIODICAL SURVEYS.

- (1) The Special Periodical Surveys on Classed Vessels are to be carried out at the intervals required by Section 43 or as decided by the Committee. Special Surveys may be carried out, if desired by the Owners, before the date when they become due, provided the subsequent interval does not exceed the allotted period.
- (2) Owners will receive notice of the dates when the Special Periodical Surveys become due, but it must be understood that the responsibility for non-compliance with such notice rests with the Owners or their representatives.
- (3) Under special circumstances and subject to the sanction of the Committee, where a Survey has been commenced at the proper time and partially carried out, its completion may be delayed for a period not exceeding twelve months from the proper time; such extensions are not to interfere with the completion of Special Survey No. 3 within the period allotted from the date of build.
- (4) In cases where Vessels are at sea or at a Foreign port when a Survey falls due, the Committee may grant an extension of period; without such special sanction for delay it is to be understood that failure to carry out Surveys on Wood Ships at the date when due renders the Classification liable to suspension or withdrawal.
- (5) When any Vessel having the Corporation Class, receives damage by grounding, collision, or other cause affecting her general seaworthiness, she must be submitted by the Owner for examination, and all repairs found by the Surveyors to be necessary for Hull or Machinery, are to be carried out to their satisfaction.
- (6) When it is found necessary to remove the boilers, or any part of the machinery, intimation is to be made to the Secretary or sent to the nearest Office of the Corporation, so that a proper examination may be made of the spaces opened up, and any defects then disclosed are to be made good to the satisfaction of the Surveyor.
- (7) The Surveyors are, at all reasonable times, to have access to Classed Vessels, and intimation should be made by Owners or their representatives, on all occasions of docking or slipping, in order that such Vessels may be duly inspected, and a date of "Last Survey" recorded in the Register Book. If at any such visit the Surveyors consider repairs to be desirable, intimation of the same will be made to the Owner or his representative, and such repairs should be carried out as soon as possible, in order that the Vessel's Class may be maintained.



© 2020  
Lloyd's Register  
Foundation

002701-002710-0176 '14

002701-002710-0177

A. S.  
Surveyor

(8) The Surveyors must undertake all Surveys at the request of the Owners or Masters of Classed Vessels, and must at once report thereon to the Committee; they are to avail themselves of every practicable opportunity of carrying out Classification Surveys in connection with Damage or Repair Surveys, so as to avoid unnecessary duplication of work.

(9) **Annual Surveys** should be made in dry dock or on the hard; the interval between dockings is not to exceed 18 months in cases where the Periodical Surveys have three year intervals nor two years where the intervals are greater.

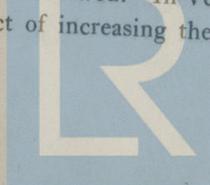
At each annual survey the holds, peaks, bilges, machinery, and other spaces are to be examined; the Surveyor is to satisfy himself as to the seaworthiness of the hull and the condition of the materials and fastenings; the air courses are to be cleared and such parts of the ceiling or planking renewed as may be necessary, in order to examine the general condition of the timbers. At all surveys in dry dock the shell butts, garboard seams, bilges, keel scarphs, and wood ends are to be examined and tried; the caulking is to be examined where exposed, and to be made good where required; the condition of the fastenings is to be ascertained, defects made good, and reported upon; where the bottom is metal sheathed, a sufficient number of sheets is to be removed to enable the condition of the caulking to be ascertained and made good where necessary; metal sheathing should be completely stripped at intervals of four years.

An examination is to be made of the condition of the masts, spars, rigging, and outfit, rudder, steering gear, and the equipment, at intervals of not more than two years.

At each annual survey the pumps are to be tested, the watertight doors and sluice valves, the hatch covers and fore-and-afters, the hatchway and ventilator coamings, and all other protection to openings in the weather decks are to be examined, placed in good condition, and duly reported upon.

In Steamers the requirements of the Rules for Special Surveys of Engines and Boilers are to be carried at every fourth Annual Survey. The requirements for Boiler Surveys, examination of propeller shafts are similarly to be carried out at the Annual Surveys which correspond to the periods laid down in the Rules.

When the Vessel is eight years old and at subsequent intervals not exceeding four years, the cables are to be ranged, the shackle pins driven out, and the cables examined; if found reduced in sectional area to the extent of 25 per cent. below the requirements as represented by the following Table, they must be renewed. In Vessels which have had structural alterations made, which have the effect of increasing the equipment tonnage



Lloyd's Register  
Foundation

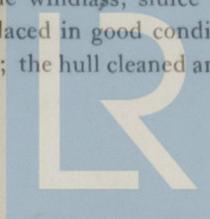
0176 214

and bringing them into a higher grade for equipment than when built, the original cables may be retained until they are reduced to 25 per cent. below the area of the larger cable required :—

$\frac{1}{16}$ in. reduction in cables of	$\frac{8}{16}$ in. and under	$\frac{1}{16}$ in. diameter.		
$\frac{2}{16}$ " " "	$\frac{1}{16}$ " "	$\frac{1}{16}$ " "	$1\frac{4}{16}$ " "	
$\frac{3}{16}$ " " "	$1\frac{4}{16}$ " "	$\frac{1}{16}$ " "	$1\frac{1}{2}$ " "	
$\frac{4}{16}$ " " "	$1\frac{1}{2}$ " "	$\frac{1}{16}$ " "	2 " "	
$\frac{5}{16}$ " " "	2 " "	$\frac{1}{16}$ " "	$2\frac{8}{16}$ " "	

**Special Survey No. 1.**—The Vessel is to be placed in dry dock or on a slipway for examination ; the holds, peaks, bilges, the machinery spaces and bunkers cleaned out ; the air courses cleared ; the floor ceiling removed, and, if considered necessary, a sufficient number of shell planks and side ceiling to expose the general condition of the framing ; parts which have suffered from iron rust, the shell from light load line to and including waterways, and such other parts as may be considered necessary, scraped bright ; bolts and treenails are to be backed in in sufficient numbers to verify their general condition and that of the timbers and planking ; particular attention is to be paid to the condition of iron bolts, especially in the neighbourhood of the waterline ; all yellow metal bolts are to be tested where practicable, and renewed where broken ; topside planking is to be sounded and, where not fastened by through treenails, holes are to be bored for examination and through bolts or treenails afterwards driven in ; where the keels and centre keelson are fastened with iron bolts a sufficient number are to be driven out to ascertain their condition ; if this be impracticable, additional through bolts are to be fitted in keels, stems, sternposts, &c., as may be considered necessary. Special attention is to be directed to the condition of the hooks, frame timbers, beam ends, beam knees, keel, posts, aprons, hawse timbers, knight heads and transoms, and all longitudinal ties. Should signs of decay or dry rot be found in any part of the structure, all necessary planking is to be removed to permit of thorough examination, removal, and renewal of all affected parts. The condition of the oakum and the caulking is to be ascertained ; a sufficient number of sheets of sheathing, if fitted, are to be removed to permit of this being done.

At this and all subsequent Special Surveys the masts and wedgings, spars, rigging, and outfit, bulwark stanchions at covering boards, all parts of the steering arrangements, the hatch covers and fore-and-afters, the hatchway and ventilator coamings, all means of protecting openings in the weather decks, the windlass, sluice valves, watertight doors, air and sounding pipes are to be examined, placed in good condition and reported upon ; the efficiency of the hand pumps is to be tested ; the hull cleaned and coated where necessary and the free-board marks verified.



**Special Survey No. 2.**—All the requirements for Special Survey No. 1 are to be carried out ; in addition the whole of the side ceiling and the internal structure generally is to be scraped bright ; the whole of the metal sheathing removed if considered necessary ; the rudder dismantled ; the windlass, if wood, unhung and the lining stripped. Upper decks to be bored where worn, carefully examined as to condition and renewed where the reduction in thickness is more than  $\frac{3}{4}$  of an inch.

**Special Survey No. 3.**—All the requirements for Special Survey No. 2 are to be carried out, in addition parts of the covering board, waterways, and inner waterways are to be removed ; the whole of the metal sheathing to be removed ; the scraping and opening up generally is to be of such a character that the condition of the whole structure and super-structures is ascertained and all defects made good.



© 2020

Lloyd's Register  
Foundation