

Rpt. 8

Port GLASGOW

No. 48938

Date of writing Report 19/8/58

When handed in at Local Office 19/8/58

Received London 27 AUG

Survey held at AYR

No. of Visits 3

First Date 9/7/1958

Last Date 30/7/1958

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. 67173 on the ~~Iron~~ or Steel ~~M.S.~~ S.S. "KERRYMORE"
 Built at LARNE By Whom LARNE S.B. CO. LTD Tons gross 509
 Year 1921 Month 2
 Owners JOHN KELLY LTD Owners' address -
 (If not already in R.B.)
 Managers E.W.P. KING Port of Registry TRALEE
 Surveyed Afloat or in Drydock BOTH Name of Dock AYR HARBOUR & AYR SLIPWAY Date of last examn. in Drydock 30/7/58

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

Last Report: No. 16377 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 Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
100 A.I.	9/57	L.M.C.	9/54
S.S. IRV	10/54	M.B.S.	10/57
DR.	6/46	T.S.C.L.	10/56
		S.P.S.	9/54

Give dates and references to any letters relating to this Report

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 - Owners* Freeboard as marked *in REG BOOK* on ship and now verified 3 ft 9 ins
Offered & Declined Was a damage report made by anyone else? If so, by whom? *UNDEWRITERS - THOS NICOL & SON*

EXAMINATION AND REPAIRS AS PER RULE FOR

DAMAGE.

Stated to have been caused by grounding on Bell Rock off Ayr on 8th July 1958 at 5.30 A.M. (Vessel refloated on 9th July at 5.20 A.M.)

At Owner request, visited vessel, after refloating, in Ayr Harbour, on 9th July 1958. All tanks and bilges by that time pumped dry, at 11.0 A.M. soundings taken and noted. Generally examined internally, Fore Peak, and Nos 1 & 2 O.B. Tanks P.S. Found bottom shell in way of fore end of No 2 O.B. Tank and aft end of No 1 O.B. Tank, mainly on P.S., considerably set-up, common tank end in way also several solid & bracket floors buckled, also isolated floors etc buckled in No 1 & 2 O.B. Tanks S.S. No 1 P.S. Wing suction pipe found fractured in way of No 1/2 tank end. Steering gear tried out, same apparently satisfactory. Later at 6.0 P.M. on same day re-sounded all tanks and bilges, and it was found that No 2 O.B. Tank P.S. had made approx 2 inches. Consequently recommended vessel to be slipped for further examination.

Vessel slipped on 30th July 1958 and further examined

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								
Removed and Faired or Repaired								
Faired or Repaired in place								

Was a Survey also held on machinery of the Ship? *No*

Is Classification Certificate required? If so, to be sent to *No*

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".

The above is for the information of the Committee

G. B. Taylor
Surveyor to Lloyd's Register of Shipping

GLASGOW 26 AUG 1958

To be broken up.

Noted for Header



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002858-002869-0133

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR	DAMAGE		SURVEY	
	Now Examined	Tanks	Now Examined Internally	Now Tested
Items	YES NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and repaired in drydock	Yes	F.P. Tank	Yes generally	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	No	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes generally Nos 1 & 2	No
Hatchways, Covers, closing and securing appliances	No	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	No	Deep Tanks	None	-
Holds	Yes generally	DB Fuel Bunkers and Settling Tanks	None	-
Tween Decks	None	Side Tanks	None	-
Fore Peak Spaces	No	Wing Tanks	None	-
After " "	No	Other Tanks	None	-
Engine Space	Yes generally	Cargo Tanks (Bunkers)	None	-
Boiler " "	Yes generally	Cofferdams	None	-
Under Engines and Boilers	No	Pump Rooms	None	-
Tunnel and Well	None	Have Tanks now Examined been Cleaned as Necessary?	No	-
Coal Bunkers	No	Have Strains in Cargo Tanks (or Bunkers) been removed?	-	-
Chain Locker	No	Have Tanks been Retested as necessary after completion of any Repairs?	No	-
Other Spaces	None			

Have the spaces now surveyed been cleared and cleaned as necessary? *No*

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? *No*

Have the bilges been cleaned out and examined? *examined NO2 generally*

Has steelwork had rust removed and afterwards been recoated as necessary? *No*

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

Has a Load Line Survey been held? *No* If so, state which

Have the shell and deck plating been drilled as per Rule? *No* If so, Report 8(E) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? *No* 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:		EQUIPMENT	
Shell plating	<i>Bottom damaged</i>	Ceiling and Cargo Battens	<i>good</i>
" " in way of side scuttles	<i>not examined</i>	Cement or Asphalt	<i>Broken in D.B.s</i>
Rudder and Sternframe	<i>good</i>	Cargo and other Hatchways	<i>not examined</i>
Decks	<i>not examined</i>	Hatches and closing appliances	" "
Superstructures and their closing appliances	" "	Ventilators, their coamings and closing appliances	" "
Coamings and Casings	<i>not examined</i>	Companionways and Skylights	" "
Beams and Fastenings	" "	Shell Openings	<i>none</i>
Frames	" "	And Shoots	" "
Reverse Frames	" "	Overboard Discharges and Scupper	<i>not exd</i>
Longitudinals	-	Freeing ports	" "
Transverses	-	Steering Gear (Main and Auxiliaries)	<i>good</i>
Floors	<i>Damaged</i>	examined and found	-
Keelsons	" "	Windlass examined and found	<i>not examined</i>
Stringers	<i>not examined</i>	Pumps	" "
Inner Bottom Plating	" "	W.T. Doors	" "
Bulkheads and Tunnel	" "		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? *No* See Below *not examined*

REMARKS, REPAIRS, Etc. (Contd.) *along with Owners Representative & Underwriter Surveyor*

found:- Keel & bottom shell, mainly within 1/2 L amidships set-up and buckled in local areas P. & S.

Recommended:- Permanent repairs involving renewal of 9 plates, removal of 5 plates and the fairing in place of a further 8 plates along with considerable amount of repair to internal structure.

CONCLUSION

Owners later announced their intention to sell vessel for scrapping, vessel subsequently proceeded under her own power to Troon for breaking up, arriving there 2nd week of August. Interim berth issued, see copy attached.

Survey Fee *£10-10-0*

Special Damage or Repair Fee (if any) *£4-4-0*

LATE FEE *£1-10-0*

Travelling Expenses (if chargeable) *-*

Second Surveyor's Fee (if any)

Date when A/C. Rendered *26 AUG 1958*

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21

If so, is the Report sent now, or when will it be sent? Has a Survey also been held on Ship?