

Rpt. 8

WRECK

Port LONDON

No. 137098

Date of writing Report 24.12.57

When handed in at Local Office 30.12.57

Received London 6 JAN 1958

Survey held at London

No. of Visits 2

First Date 10.12.19 57

Last Date 16.12.19 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.

31986

S.S.

"TYNDALL"

Tons gross 1314

Built at Sunderland

By Whom S.P. Austin & Son Ltd.

Year 1932 Month 9

Owners Central Electricity Authority

Owners' address

(If not already in R.B.)

Managers Stephenson Clarke Ltd.

Port of Registry

London

Surveyed Afloat or in Drydock

Drydock

Name of Dock Nelson Drydock, Rotherhithe

Date of last examn. in Drydock 16.12.57.

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

Last Report: No.

26992

Port

Gms

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.			
*100A1	3-57	*LMC.	4-54
S.S. Gms.	4-54	MBS	3-57
		DBS	3-57
		TS (CL)	3-55
		SPS	4-54

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.

Offered to Owners

Freeboard as marked on ship and now verified

ft

ins

Representative and declined

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

Underwriters Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR Damage stated to have been sustained through;

- (1) Contact with the M.S. "SENATOR" which was at anchor off Gravesend whilst the "TYNDALL" was proceeding light from Battersea to Grimsby on 6.12.57 (It was stated that the "TYNDALL's" propeller became entangled with the "SENATOR" anchor cable, which parted, entwining itself around propeller and shaft).
- (2) Alleged Grounding at Blackwall Point, River Thames on 30.11.57, laden, whilst proceeding to Battersea, stated due to steering gear failure.
- (3) Alleged Grounding at Pimlico Buoys River Thames on 23rd April, 1957, laden, whilst proceeding to Battersea, stated to have refloated on rising tide, subsequently proceeded to berth under own power.

NOW DONE FOR DAMAGE (1) No Contact damage of any import noted.

DAMAGE (2) Bilge Keel portside:- The forward end found distorted for about 4ft. now released and faired in place.

Several scrubbed rivets p.s forward under fore foot overhauled.

Steering gear examined - it was stated that a pinion wheel was found defective subsequent to Grounding of 30.11.57 and was renewed at that time - and now found satisfactory

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								4ft. Bilge keel.

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

Yes

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

No

If 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 ship, so far as now surveyed, is eligible in my opinion to remain as now classed with fresh record of Docking Survey 12.57, subject to any outstanding conditions of Class being dealt with as previously recommended.

D.S. 12.57.  
A. as before.  
8-1-58. SHK.

I. BARNICOAT

Surveyor to Lloyd's Register of Shipping

I. BARNICOAT

Date of Committee

THURSDAY 10 JAN 1958

Minute

D.S. 12.57, Subject (new)

T.S. 12.57

30m. 5.55

GD

Noted in Header



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Lloyd's Register Foundation

003138-003146-0259



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 No	F.P. Tank			
Rudder lifted		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		Deep Tanks			
		Oil Fuel Bunkers and Settling Tanks			
Tween Decks			NO	NO	
		Side Tanks			
Fore Peak Spaces	NO	Wing Tanks			
After " "		Other Tanks			
Engine Space					
Boiler "		Cargo Tanks (Tankers)			
Under Engines and Boilers					
Tunnel and Well		Cofferdams			
Coal Bunkers		Pump Rooms			
Chain Locker					
Other Spaces					
		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? No 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 & 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		Sluice Valves examined and found	
" " in way of side scuttles	—	Cement or Asphalt		Air and Sounding Pipes	Above deck.Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	
Decks	"	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	From Deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	
Beams and Fastenings		Companionways and Skylights	Good	Chain Locker	
Frames		Shell Openings	Good	EQUIPMENT	
Reverse Frames		Ash Shoots		Equipment Letter	
Longitudinals		Overboard Discharges and Scuppers	Good	Anchors, No. of 3B 1S	Condition Good
Transverses		Freeing ports	Good	Cables (State if now ranged and examined)	Not
Floors		Steering Gear (Main and Auxiliary)		" length	Stated mean diam.
Keelsons		examined and found	Good	" (on board)	
Stringers		Windlass examined and found	(generally) Good	" Rule Length	Size Complete
Inner Bottom Plating		Pumps " " "	—	Hawsers and Warps	Sufficient
Bulkheads and Tunnel		W.T. Doors " " "	—	State if any Anchors or Chain Cable have	No
				now been supplied or retested, if so,	
				complete Report 8(Eq) and attach.	

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

See Below

REMARKS, REPAIRS, Etc. (Contd.) DAMAGE (3) No defects, attributable to grounding, noted.

REPAIRS W& T:- Rudder post streamline plating E.W. connection found cracked and rewelded at junction of sole piece.

S.R.LIST ITEM:- Shell and deck plating etc. p.s.f. to be dealt as necessary at Special Survey. No repairs effected at this time.

Now examined and found to continue efficient.

3

Survey Fee

Dam. 1 £6.6.0.

Second Surveyor's Fee (if any)

Special Damage &amp; Repair Fee (if any)

" 2 £8.8.0.

Date when A/c. Rendered 1 JAN 1958

Travelling Expenses (if chargeable)

4.0.

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