

Rpt. 8

/NK

WRECK  
SECTION

Port NEWCASTLE-ON-TYNE.

No.

117062

124 MAY 1960

Date of writing Report 10.5.60.

No.

When handed in at Local Office

20 MAY 1960

Received London

Survey held at South Shields

No. of Visits 7

First Date 14.4. 19 60

Last Date 3.5. 19 60

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

33019

S.S.

on the Iron or Steel

"THE EARL"

Built at Troon

By Whom

Ailsa S.B. Co. Ltd.

When

Year 1936

Month 6

J. Hay &amp; Sons Ltd.

Owners' address

(If not already in R.B.)

Port of Registry

Glasgow

Surveyed Afloat or in Drydock

Name of Dock

Tyne Dock Eng. Co. Ltd.

Date of last examn. in Drydock

26.4.60.

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

Last Report: No.

153338

Port

Lw.

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

Secretary's letter dated 4.4.60.

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

Freeboard as marked on ship and now verified

4

ft

7

ins

Superintendent - not required

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

Underwriter

EXAMINATION AND REPAIRS AS PER RULE FOR

DOCKING, DAMAGE AND GENERAL EXAMINATION FOR POSTPONEMENT OF  
SPECIAL SURVEY (D) DUE 4/60.

Repairs Wear &amp; Tear:- Several started Fore Peak shell rivets &amp; forward keel plate rivets welded.

Rudder side plating fractures veed out and welded.

Foremast fore stay renewed. No.1 &amp; 2 hatches, 10 hatch beam socket angles, cropped and part renewed.

Fiddley openings, 2 steel covers renewed, 3 tarpaulins repaired, 1 hatch cover and 5 A.P. canvas covers renewed.

Several other minor repairs effected.

Damage:- Stated to have been sustained through -

(1) Ranging &amp; contact with quay at Ayr on the 17th December, 1959.

Shell plating in way of Fore Peak, Starboard side, No.1 &amp; 2 Holds Port &amp; Starboard sides, set in and indented, including framing in way.

Port side - D5, E5 &amp; 6; F5; Starboard:- C1, D4 &amp; 5, E4, 5, 6, 7 &amp; 8, F7 &amp; 8 (numbered from ford)

(2) Grounding, Drogheda to Glasgow on the 5th January, 1960.

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 Faird or Repaired				See report				
Faird or Repaired in place								

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

Yes

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

Now

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

No

Has Interim Certificate been issued?

Yes, copy to place on board at the earliest opportunity.

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".

It is submitted that this ship so far as now seen is in efficient condition and eligible in my opinion to remain as classed and to have record of dry docking 4/60, (subject to the Special Survey being completed by the end of 4/61 and to (side shell plating in way of Fore Peak (SS) No.1 & 2 Holds (p & s.s.) also bottom shell plating in way of No.1 & 2 D.B. tanks (p & ss) to be examined and dealt with as necessary at the Special Survey.)

S. Sanderson.

Surveyor to Lloyd's Register of Shipping

S. SANDERSON.

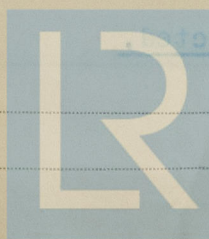
Date of Committee

TUESDAY 2 JUN 1960

Minute

30m 4.57 T.

003217-003222-0076 1/2



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TABLE 1

**DOCKING, DAMAGE & GENERAL EXAM.  
FOR POSTPONEMENT OF SPECIAL SURVEY (D)**

Items	Now Examined YES NO or NONE	Tanks		Now Examined Internally	Now Tested
		Now Examined	Now Tested		
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Generally exd - Yes	No	
Rudder lifted	Yes	A.P. "	Generally exd - Yes	No	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	Generally exd - Yes	No	
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No	
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No	
Holds	Generally exd - Yes	Oil Fuel Bunkers and Settling Tanks	None	None	
Tween Decks	None	Side Tanks			
Fore Peak Spaces	Generally exd - Yes	Wing Tanks			
After "	Generally exd - Yes	Other Tanks			
Engine Space	Generally exd - Yes	Cargo Tanks (Tankers)			
Boiler "	Generally exd - Yes				
Under Engines and Boilers	No	Cofferdams			
Manhole and Well	Generally exd - Yes	Pump Rooms			
Coal Bunkers	No				
Chain Locker	Generally exd - Yes				
Other Spaces					
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? No					
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? No					
Have the bilges been cleaned out and examined? Yes - as necessary					
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? No					
Was a Load Line Survey 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 Cargo Bunkers	Part exd - Good	Sluice Valves examined and found	Not exd
" " in way of side scuttles	Not exd	Cement or Asphalt	Not exd	Air and Sounding Pipes	above deck - Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd
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 (3)
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Not exd
Beams and Fastenings	Part exd - Efficient	Companionways and Skylights	Good	EQUIPMENT	
Frames	Part exd - Efficient	Shell Openings	Good	Equipment Letter	1
Reverse Frames	None	Ash Shoots	Good	Anchors, No. of	3B Condition
Longitudinals	None	Overboard Discharges and Scuppers	Good	Cables (State if now ranged and examined)	Not ranged
Transverses	None	Freeing ports	Good	" length (on board)	stated complete
Floors	Part exd - Efficient	Steering Gear (Main and Auxiliary)	Good	" Rule Length	Size
Keelsons	Part exd - Efficient	examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Part exd - Efficient	Windlass examined and found	Good	State if any Anchors or Chain Cable have	Anchor & 1
Inner Bottom Plating	Part exd - Efficient	Pumps	Not exd	now been supplied or retested, if so,	original
Bulkheads and Tunnels	Part exd - Efficient	M.T. Doors	None	complete Report 8(Eq) and attach.	salvaged

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

REMARKS, REPAIRS, Etc. (Contd.) Bottom shell plating, port & starboard sides, in way of No. 1, 2 & D.B. tanks set up between floors. Port side - A5, B5, 6 & 8; Starboard side - A7, B4, 5 & 6 (numbered from forward.)

The Owners Superintendent requested that permanent repairs be deferred. It is submitted that this request merits the favourable consideration of the Committee the damage examined and found to remain efficient meantime. It is recommended that they be noted as Conditions of Class to be examined and dealt with as necessary at the Special Survey.

Repairs now effected.

Survey Fee Gen. Exam. £21.10. 0.  
Interim Cert - 5. 0. 0.  
Special Damage Survey Fee (if any) 3. 3. 0.  
Travelling Expenses (if chargeable) —

Second Surveyor's Fee (if any) 23 MAY 1960  
Date when A/c. Rendered —

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

SHEET NO. 2

Port of

Continuation of Ship/MS. Report No. 117060 dated

on the S.S. MS. "THE EARL"

Rudder - Stock removed, placed in lathe, checked for twist and found satisfactory.  
Bottom pinle bush also top and bottom gudgeon bushes renewed.

Conditions of Class:-

Power Anchor and one length of Chain cable being supplied at the earliest opportunity.  
Bower anchor with cable attached, salvaged from Garston Dock, Liverpool, now fitted. Cable No. 30850 identified and checked with certificate.  
It is recommended that this item be deleted from the list.

New entry -

Side shell plating in way of Fore Peak (S.S.) no. 1 & 2 Holds (p & ss) also bottom shell plating in way of No. 1 & 2 D.B. tanks (p & ss) to be examined and dealt with as necessary at the Special Survey.

General Examination (Circular 1959)

From the above examination the proposal to defer the Special Survey until 4/61 merits the favourable consideration of the Committee.

Damage (2) £3. 3. 0.

S.S.



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