

Rpt. 8

Port SOUTHAMPTON.

11.4 MAR 1960

Date of writing Report 11.3.60.

When handed in at Local Office 11.3.60.

Received London

Survey held at POOLE.

No. of Visits 2

First Date 29.2.1960.

Last Date 4.3.1960.

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.

25644

S.S.

on the Iron or Steel

"PETER JOLIFFE".

Tons gross 80

Year Month

Built at BRISTOL.

By Whom C. Hill & Sons Ltd.

When 1940

5

Owners Poole Harbour Commissioners.

Owners' address

(If not already in R.B.)

Managers

Port of Registry POOLE.

Surveyed Afloat or in Drydock Slipway.

Name of Dock Bolson's Slipway.

Date of last examn. in Drydock 29.2.60.

Ship Unslipped 2.3.60.

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

Last Report: No. 25343

Port

Don

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 Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC
Tug	Eng. Survey 6.57.
S.S. 5.57.	M.B.S. 2.59.
Docking 2.59.	TS.OG. 4.57.

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

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING.

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 Fairied or Repaired								
Fairied 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

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".

The above tug is eligible in my opinion to remain as classed with fresh record of Docking 3.60.

J. B. James.

Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 24 MAR 1960

Minute

SS 3.60.

TS 3.60, MBS 3.60

Noted for Header



© 2020

Lloyd's Register Foundation

003611-003619-0177

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		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	No	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	None	Deep Tanks		
'Tween Decks	None	Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	No	Side Tanks		
After " "	No	Wing Tanks		
Engine Space	No	Other Tanks		
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	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? Yes. If so, state which Annual. —

Have the shell and deck plating been drilled as per Rule? — If so, Report 8(Dr) 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:—

Shell plating	Good.	Ceiling and Cargo Battens	—	Sluice Valves examined and found	—
" " in way of side scuttles	—	Cement or Asphalt	—	Air and Sounding Pipes	—
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	—
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	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	—	EQUIPMENT	
Reverse Frames	—	Ash Shoots	—	Equipment Letter	a.
Longitudinals	—	Overboard Discharges and Scuppers	Good	Anchors, No. of	2 Condition
Transverses	—	Freeing ports	Good	Cables (State if now ranged and examined)	No.
Floors	—	Steering Gear (Main and Auxiliary)	Good	" length	Stated mean diam. Complete
Keelsons	—	examined and found	Good	" Rule Length	— Size
Stringers	—	Windlass examined and found	—	Hawsers and Warps	Sufficient.
Inner Bottom Plating	—	Pumps " " "	—	State if any Anchors or Chain Cable have	No.
Bulkheads and Tunnel	—	W.T. Doors " " "	—	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.) INDENTED SHELL PLATES REMAIN EFFICIENT.

Survey Fee

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

© 2020

Lloyd's Register
Foundation