

Rpt. 8

Port. GREENOCK.

No. 26261.

Date of writing Report 3/9/58.

When handed in at Local Office 4th Sept 1958

Received London

11 SEP 1958

Survey held at PORT GLASGOW.

No. of Visits 13

First Date 31/7/ 19 58.

Last Date 26/8/ 19 58.

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.

90968

on the ~~Iron~~ Steel M.S.

SAINT RONAN.

Built at LÜBECK

By Whom

TRAEWERFT G.m.b.H.

Owners

J & A GARDNER & CO. LTD.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

GLASGOW.

Surveyed Afloat or in Drydock

Both

Name of Dock

CLYDE YARD SLIPWAY

Date of last examn. in Drydock

26/8/58.

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

Last Report: No. 149769.

Port. Liv.

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

100 A1 CLASS CONTEMPLATED.

H. C.W.

OIL ENGINE

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

ft. ins

NOT REQUIRED.

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE & DOCKING.

DAMAGE. Stated due to grounding on Calf island, Isle of Man on 20th July 1958.

Damage situated on bottom forward.

PERMANENT REPAIRS NOW DONE.

Plates numbered from forward.

Stem "round" cropped & part renewed at fore foot.

Shell plates.

Keel plate No 1 renewed.

Port side

A1 & A2 renewed

(2)

A3 cropped & part renewed.

(1P)

Fore end B2 cropped & part renewed with B1 as one plate (1+1P)

Starboard side.

A1 & A2 renewed.

(2)

A3 & B3 cropped & part renewed.

(2P)

B1 faired in place.

(1)

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and PS. Inner Bottom	Deck Plates	Beams	STEM	Other Items
CROPPED & PART RENEWED.	4			15			1	
Renewed	6			9				
Removed and Faired or Repaired								
Faired or Repaired in place	1			6	2			

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

YES.

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

NOT REQUIRED

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

SEE REPORT.

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 vessel so far as now seen is in an efficient condition & eligible in my opinion to remain as recommended in the register book with record of docking survey 8/58.

For the information of the Committee

Angus L. Pringle for
self & A.P. MOORE.
Surveyor to Lloyd's Register of Shipping

Date of Committee

GLASGOW

10 SEP 1958

Minutes

DS 8.58

30m.4.57 T.



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Foundation

003698-003705-0049 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR **DAMAGE & DOCKING** SURVEY **S**

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 IN WAY OF DAMAGE	YES.	YES.
Rudder lifted	NO.	A.P. "		
Weather Decks, Superstructures and Casings	YES.	D.B. Tanks (indicate Oil Fuel, and Cofferdams No. 1 (P&S))	YES	YES.
Hatchways, Covers, closing and securing appliances	YES.			
Ventilator coamings, skylights, companionways and closing appliances	YES.	Fresh Water Tanks		
Holds IN WAY OF DAMAGE	YES.	Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler "				
Under Engines and Boilers		Cofferdams		
Tunnel and Well		Pump Rooms		
Coal Bunkers				
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	YES.	
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?	YES.	

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? YES. (IN WAY OF DAMAGE)

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

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? 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	good.	Sluice Valves examined and found	none.
" " in way of side scuttles	not examined.	Cement or Asphalt	not examined.	Air and Sounding Pipes	above dk. good.
Rudder and Sternframe	good.	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not examined
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 decks.
Coamings and Casings	good.	and closing appliances		Chain Locker	not examined
Beams and Fastenings in spaces etc.	good.	Companionways and Skylights	good.	EQUIPMENT	
Frames in spaces etc.	good.	Shell Openings	none.	Equipment Letter	✓
Reverse Frames in spaces etc.	good.	Ash Shoots	none.	Anchors, No. of 3	Condition good
Longitudinals	none.	Overboard Discharges and Scuppers	not examined.	Cables (State if now ranged and examined)	not ranged
Transverses	none.	Freeing ports	good.	" length stated	mean diam.
Floors in spaces etc.	good.	Steering Gear (Main and Auxiliary)		" (on board)	complete.
Keelsons in spaces etc.	good.	examined and found	good.	Rule Length	Size
Stringers in spaces etc.	good.	Windlass examined and found	good	Hawsers and Warps	good
Inner Bottom Plating in way of damage	good.	Pumps " " "	not examined.	State if any Anchors or Chain Cable have	no.
Bulkheads and Tunnel " " " "	good.	W.T. Doors " " "	none.	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? See Below

REMARKS, REPAIRS, Etc. (Contd.)

Internals
No 1 double bottom tank.
Port. 3 floors renewed. (3)
1 floor renewed & fr. in way faired in place. (1)
2 floors cropped & part renewed (2)
2 floors cropped & part renewed remainder faired in place (2)
3 floors faired in place. (3)
After tank end cropped & part renewed (1)

Survey Fee Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) £21-0-0.

SUNDAY ATTENDANCE £5-5-0.

Travelling Expenses (if chargeable)

LATE ATTENDANCE £4-4-0.

Date when A/c. Rendered 14 SEP 1958

3.

11 SEP 1958

Rpt. 9a Contn. Sheet

Port of GREENOCK.

Continuation of Ship/Mchy. Report No. 26261.

Continuation of Report No.

dated 38th SEPT. 1958.

on the

on the M.S. SAINT RONAN.

Port side internal No. 1 D.B. tank (cont.)

cr. girder cropped & part renewed for 4 fr. spaces.

side girder cropped & part renewed 1 fr. space and remainder faired in place.

Starboard side.

5 floors renewed.

(5)

3 floors cropped & part renewed

(3)

3 floors faired in place.

(3)

2 tank top plates at fore end No 1 hold port side faired in place.

Fore tank top plate in No 1 hold port side (outer) cropped & part renewed.

Fore peak bld base plate port side cropped & part renewed.

2 stiffeners on F.P. bld port side faired in place at bottom.

On completion of repair tanks tested & found satisfactory

Shell repair clear of tanks hose tested & found satisfactory.

DOCKING.

A few minor items dealt with as necessary.

MACHINERY.

Outside fastenings & propeller examined & found satisfactory.

Angus A. Pringle 4/9/58.

25/9/58.



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