

Rpt. 8

Port Liverpool

No. 149769

Date of writing Report 22. 7. 58.

When handed in at Local Office 23/7/58

Received London 17 AUG 1958

Survey held at Runcorn

No. of Visits 2

First Date 11. 7. 19 58.

Last Date 12. 7. 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.

on the Iron or Steel M.S. ~~XXX~~ "SAINT. RONAN"

Tons gross
Year Month

Built at

By Whom

When 1958

Owners

J. & A GARDNER & Co. LTD.

Owners' address
(If not already in R.B.)

Managers

Port of Registry Glasgow

Surveyed Afloat or in Drydock Afloat

Name of Dock Runcorn dock

Date of last examn. in Drydock

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

Last Report: No. 6644

Port Ham

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 Date of Special and of Drydocking Surveys, etc.	Machinery
NOT IN REGISTER BOOK	

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 to Owners

Freeboard as marked on ship and now verified ft ins

Representative, not required.

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

Yes Underwriters surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR Damage (Grounding).

Damage Stated to have been sustained by grounding on the Calf of Man (North side) on the 9th July, 1958.

Now Done. Ship examined externally whilst afloat, examination made from a boat whilst the ship was in a light condition.

The fore peak tank & Nos. 1 & 2 D.B. tanks p&s & Nos. 3 & 4 wing D.B. tanks p&s examined internally (Nos. 3 & 4 centre D.B. tanks contained diesel oil, & satisfactory soundings were taken of these).

The hold bilges p&s were examined & the machinery space bilges were examined.

Hold pumping arrangements were tried & found in good order.

Found. The stem tube was found to be holed at the 3'-0" mark.

The portside shell plating heavily indented at fore peak bulkhead just below No.1 D.B. tank top, bulkhead plating in way fractured away from shell & No.1 D.B. tank top plating in way buckled slightly, 1 floor p&s in fore peak found buckled.

The forward floors in No.1 D.B. tank p&s found buckled, and the s.s. bilge plating at for'd end of No.1 D.B. tank found heavily indented.

CONTINUATION SUPERIOR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								See body of report.
Removed and Faired or Repaired								
Faired 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?

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 in the Register Book without fresh record of D.S. subject to the ship being drydocked & specially examined for grounding damage & to permanent repairs being effected to bottom shell plating etc. by the end of Jan. 1959 (6 months limit) & to any other items at present attached to the ships class being dealt with as previously recommended.

J. G. Ord.
Surveyor to Lloyd's Register of Shipping

Date of Committee

LIVERPOOL

-6 AUG 1958

Minute

Deferred for dry docking

30m, 4, 57 T.

Write Own



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Damage (Grounding)		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	No.	F.P. Tank	Yes.	No.	No.
Rudder lifted	No.	A.P. "	No.	No.	No.
Weather Decks, Superstructures and Casings	No.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes, all except Nos. 3 & 4 centre D.O. tanks.	No.	No.
Hatchways, Covers, closing and securing appliances	No.	Fresh Water Tanks	No.	No.	No.
Ventilator coamings, skylights, companionways and closing appliances	No.	Deep Tanks	No.	No.	No.
Holds	Yes, all.	Oil Fuel Bunkers and Settling Tanks	No.	No.	No.
'Tween Decks	None.	Side Tanks	No.	No.	No.
Fore Peak Spaces	No.	Wing Tanks	No.	No.	No.
After " "	No.	Other Tanks	No.	No.	No.
Engine Space	Yes.	Cargo Tanks (Tankers)	No.	No.	No.
Boiler "	None.	Cofferdams	No.	No.	No.
Under Engines and Boilers	Yes.	Pump Rooms	No.	No.	No.
Under Deck Well	Yes.				
Coal Bunkers	No.				
Chain Locker	No.				
Other Spaces	No.				
		Have Tanks now Examined been Cleaned as Necessary?	No.		
		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? Yes.

Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? None.

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.

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(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	Efficient.	Ceiling and Cargo Battens	Good.	Sluice Valves examined and found	not examd.
" " in way of side scuttles	not examd.	General Deck Asphalt	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	not examd.	Cargo and other Hatchways	not examd.	Doubling Plates under Sounding Pipes	Good.
Decks	not examd.	Hatches and closing appliances	not examd.	Masts and Rigging examined and found	not examd.
Superstructures and their closing appliances	not examd.	Ventilators, their coamings and closing appliances	not examd.	Condition, how ascertained (State if wedges removed)	not examd.
Coamings and Casings	not examd.	Companionways and Skylights	not examd.	Chain Locker	not examd.
Beams and Fastenings	not examd.	Shell Openings	not examd.	EQUIPMENT	
Frames	Good.	Ash Shoots	not examd.	Equipment Letter	
Reverse Frames	Good.	Overboard Discharges and Scuppers	not examd.	Anchor, No. of	Condition not examd.
Longitudinals	None.	Freeing ports	not examd.	Cables (State if now ranged and examined)	No.
Transverses	None.	Steering Gear (Main and Auxiliary)	Good.	" length (on board)	Stated complete
Floors	Efficient.	examined and found	In good condition	" Rule Length	Size
Keelsons	Efficient.	Windlass examined and found	In good condition	Hawsers and Warps	not examd.
Stringers	not examd.	Pumps	Good.	State if any Anchors or Chain Cable have now been supplied or retested, if so,	No.
Inner Bottom Plating	Good.	W.T. Doors	None.	complete Report 8(Eg) and attach.	
Bulkheads and Tank	Good.				

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee £15-15-0
 Special Damage or Repair Fee (if any) £4-10-0
 Travelling Expenses (if chargeable) 2 Spl. Atts. £8-8-0

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

Rpt. 2a Cont. Sheet 2.

Port of Liverpool.

Continuation of Ship/Master's Report No. 8.

Continuation of Report No. 149769 dated 12. 7. 58.

on the

on the S.S.M.S. "SAINT. ROMAN"

(Continued).

Various indents of the bottom shell plating were noted p&s throughout the length of No.1 D.B. tank & a number of floors found slightly buckled, a heavy indent was noted about the mid length of the tank in way of the keel plate & the centre keelson was crumpled at the shell connection and the welding found broken away from the keel.

The after tank end p.s. between Nos. 1 & 2 D.B. tanks was found to be slightly buckled & the bottom shell plating in way was set up.

No damage was found in any of the other double bottom tanks now examined, nor in the engine room or hold bilges and there was no sign of any leakage, the tanks & spaces examined were found absolutely dry.

The Master stated that the ship was aground at the fore end only & the damage now found confirms this statement.

(See also copy of divers report attached).

Temporary repairs now effected.

The frame space for'd & abaft the buckled fore peak bulkhead p&s filled with cement.

The frame space on either side of the buckled centre girder p&s fitted with a cement box & 1 cement box fitted p&s at 4th frame space from after tank end.

The external hole in the stem tube was fitted with a welded cover plate.

Recommended.

It is recommended that this ship be drydocked for permanent repairs to bottom shell plating etc. by the end of January, 1959 (6 months limit) & to the bottom shell plating etc. being specially examined (grounding), & that this be made a condition of class the ship being considered to remain efficient meantime.

J. Ablyne