

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th Sept 1954 When handed in at Local Office 10th Sept 1954 Port of Manchester

No. in Reg. Book 81267 Survey held at Manchester Date, First Survey 7th Sept 54 Last Survey 9th September 1954 (No. of Visits 2)

on the ~~Wood, Iron or Steel~~ SS "ULSTER DUCHESS" Built at Newcastle By whom Yule I.S.B. Co Ltd. When 1924 8

TONNAGE: GROSS 1014 Owners Belfast S.S. Co Ltd. Owners' Address Belfast

UNDER DK. 863 Managers Dydoen Name of Dock No 3 Dydock Destined Voyage

NET 478 Cell D Bor DBa feet: uE & B feet: f feet:

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 16022 Port Mch

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Machinery and Boiler Surveys
* for Special Survey	(Including date of N.E., if any.)
Date of last Survey and of Periodical Surveys.	
<u>T100A1.</u>	<u>T.L.M.C. 9.52.</u>
<u>with freeboard. 7.53.</u>	<u>B.S. 7.54 7.53.</u>
<u>S.S. LTH. 9.48 (OR)</u>	<u>S.O.L. 7.53.</u>
<u>S.S. LIV. 9.52.</u>	<u>SPS 9.49</u>

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING.

Vessel placed in Drydock, Bottom & Rudder cleaned, examined, now efficient and recoated

(Vessel undocked 9th September 1954)

Decks, Casings Hatches, Coamings Ventilators generally examined and found satisfactory

Forward Hold & Tween Decks generally examined and found satisfactory

Steering Gear, Windlass & general equipment generally examined and found satisfactory

Repair wear & tear:— Local wastage found in Keel plate No 8 from forward.

Due to a Platers Strike at this port, no opportunity was afforded to deal with this wastage in a permanent manner.

Wastage situated in the Dry Tank at the first bay forward of E.R.O.B. Tank end. a local

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	H. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good.</u>	Bulkheads <u>Good in spaces Examd.</u>	Engine Room Skylights <u>Good.</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>" " " "</u>	Coal Bunkers, Openings, Covers, &c. <u>not examd.</u>	When fitted Month Year
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>✓</u>
Beams & Fastenings <u>Good in spaces Examd.</u>	Rudder <u>Good.</u>	Scuppers <u>not examined.</u>	Masts, Yards, &c. <u>Good.</u>
Outside Plating <u>Good.</u>	Steering gear and its connections <u>Good.</u>	Cargo Hatchways <u>Good.</u>	Condition, how ascertained <u>founder.</u>
" " In way of sidelights <u>not examd.</u>	Windlass <u>Good.</u>	Hatches <u>Good.</u>	(State if wedges removed.)
Frames <u>Good in spaces Examd.</u>	Have pumps been examined and found efficient? <u>not examined</u>	Planking	Equipment letter <u>0</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking	Anchors, No. of <u>28 15.</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails	Cables (State if now ranged) <u>Cables.</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes Good.</u>	Breasthooks & Stemson	" length (on board.) mean diam. <u>not</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>Good.</u>	Transoms, Pointers & Crutches	" Rule length <u>not</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>not examd.</u>	Timbers of Frame at openings	Chain Locker <u>Ranged.</u>
Stringers <u>✓</u>		" " at other places	Hawsers & Warps <u>Good.</u>
Inner Bottom Plating <u>Good in spaces Examd.</u>		Stringers, Clamps & Shelves	Standing and Running Rigging <u>Good.</u>
Have the Tanks been examined internally? <u>No.</u>		Salting	Sails <u>✓</u>
Have the Tanks been tested? <u>See report.</u>		State if examined	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to remain as classed, with fresh record of Survey 9/54 Subject to No 8 Keel plate from forward being specially examined and dealt with as necessary at next Drydocking Category B Enclosures as previous

Survey Fee (per Section 23) £ : : Fees applied for, 11-9-1954

Special Damage or Repair Fee (if any) (per Sec. 23) £ <u>3 : 3 : 0</u>	Received by me, <u>Jas B. Stutter</u>
Travelling Expenses (if chargeable) £ <u>- : 5 : -</u>	
Second Surveyor's Fee (if any) £ : : <u>19</u>	

Committee's Minute FRIDAY - 8 OCT 1954 7 OCT 1955

Character Assigned 9.5+ Mch, Subject (with endorsement)

10m, 65L. Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

is certificate required? If so, to be sent to



003846-003857-0212

"ULSTER DUCHESS"

Doublers fitted on outside of keel plate approximately 16"x16" with Rubber Insertion
 and a doubler fitted on inside of keel plate approx. 16"x13". Doublers attached by
 countersunk bolts, countersunk on outside and screwed up on inside
 On completion, Tank filled with water, and repairs found satisfactory.

It is submitted that No 8 keel plate from forward to specially examined and dealt with on way at next Dry Docking

S. R. List: - Subjects in Bottom and Side Shell Plating (p. 25) (Category B Enclosure)

Items examined and continue efficient maintenance.

W.P.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd																
	3rd																
	Collective Weight																
	Stream.....																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stato-ry.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					
Iron Stream Chain } or Steel Wire }													

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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