

Rpt. 8

Date of writing Report 9.2.60

Survey held at DUBLIN

When handed in at Local Office

9.2.60.

No. of Visits Ten

First Date 20. 1. 1960

Received London

Last Date 6. 2. 1960.

DUBLIN

No. 8825

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.

23873

on the XXXX Steel M.S.

"NORMANBY HALL"

Tons gross 332

Year 1943

Month 7

Built at

Knottingley

By Whom

J. Harker Ltd.

Owners

Coppack Bros & Co.

Owners' address

(If not already in R.B.)

Managers

Port of Registry Chester

Surveyed Afloat & in Drydock

Yes

Name of Dock

Liffey Dock & Alexandra Basin

Date of last exam. in Drydock

5.2.60

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

Last Report No.

151462

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 altered the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or tested the necessary particulars are to be given on Report 8(Eg) which is to be attached to this Report.

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 - not required

Freeboard as marked on ship and now verified.

It

is

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

Underwriters' Surveyor

Casebourne & Turner, Liverpool.

EXAMINATION AND REPAIRS AS PER RULE FOR Damage stated to have been caused by striking the Arklow Bank on the 19.1.60 - voyage Waterford to North Wales.

DAMAGE REPAIRS :-

The stern frame post is a built frame bolted in the centre for the drawing of the tail shaft - this is not required as the shaft is drawn inboard.

Top section of post cropped, faired and rewelded and two bracket stiffeners welded to the fore and after sides of the post.

Lower section of the post broken off at heel in way of the aftermost keel plate.

This section has been faired and the aftermost keel plate cropped and removed port and starboard sides.

Lower section rewelded to heel - bracket electric welded to the lower section of the frame taking the frame after side on vessel.

Aftermost keel plate, port and starboard sides, now fitted taking the fore and after bracket.

The centre section of the post has now been rivetted (16 rivets) and a half round bar 3" thick has now been electric welded, port and starboard sides, down the centre of the post & plug welded in several places.

CONTINUATION OF 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 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

YES

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

NOW

Has Interim Certificate been issued?

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, as far as now seen, is in good and efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Docking Survey 2-60, subject to all outstanding requirements being dealt with as previously recommended.

S.R.L. APPENDIX : Indents in bottom and side shell plating, etc. Bottom is slightly set up. No. 9 sheerstrake plate and stringer plate and bar in way slightly indented (starboard side).

W. H. Waggott

Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 25 FEB 1960

Minute

As now, subject

DS 2.60

30m. 4.57 T.

Wate Sub.
"Own"Noted
for
Header

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Lloyd's Register
Foundation

004387-004343-0028 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING & DAMAGE 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		YES
Rudder lifted	YES	A.P. "		
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	YES	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	YES	Deep Tanks		
Holds		Oil Fuel Bunkers and Settling Tanks		
'Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler " "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
		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 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? **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 See Report - Efficient	Ceiling and Cargo Battens Not examined	Sluice Valves examined and found NOT EXAMINED
" " in way of side scuttles GOOD	Cement XXXXXX " "	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 and closing appliances GOOD	Condition, how ascertained (State if wedges removed) FROM DECK
Coamings and Casings GOOD	Companionways and Skylights GOOD	Chain Locker NOT EXAMINED
Beams and Fastenings GOOD	Shell Openings NONE	EQUIPMENT
Frames NOT EXAMINED	Ash Shoots NONE	Equipment Letter d
Reverse Frames " "	Overboard Discharges and Scuppers GOOD	Anchors, No. of 2B 1S Condition GOOD
Longitudinals " "	Freeing ports NONE	Cables (State if now ranged and examined) NO
Transverses " "	Steering Gear (Main and Auxiliary) GOOD	" length (on board) STATED COMPLETE
Floors " "	examined and found GOOD	" Rule Length SUFFICIENT
Keelsons " "	Windlass examined and found NOT EXAMINED	Hawsers and Warps SUFFICIENT
Stringers " "	Pumps " " NONE	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach. NO
Inner Bottom Plating " "	W.T. Doors " " NONE	
Bulkheads and Tunnel		

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Second Surveyor's Fee (if any)
 Special Damage ~~XXXXXX~~ Fee (if any) **£26. 5s. 0d** Date when A/c. Rendered **9.2.60**
 Travelling Expenses (if chargeable) **1.17s. 6d.**

Rpt. 9a.

Port of DUBLIN

Continuation of Report No. 8825 dated 9th February, 1960 on the

m.v. "NORMANBY HALL"

$\frac{1}{2}$ " plate electric welded to the bottom of the stern frame.

Stern frame lined off on completion of repairs and all found satisfactory.

Rudder main piece badly bent - this has been renewed and all found satisfactory.

Rudder upper stock tried in lathe for truth and found satisfactory and built up with electric welding in way of gland.

Steering gear chains annealed, examined and found satisfactory.

Steering gear leads, blocks and pins examined.

Steering gear tried under working conditions in drydock and afloat and all found satisfactory.

S.R.L. -

The riveting and caulking of the indented shell plating, port side forward, and sheerstrake plates Nos. 6 & 10 (starboard side from aft), indents in bottom and side shell plating, etc., bottom plating set up & No. 9 sheer strake plate and stringer plate and bar, starboard side examined and found satisfactory meantime.

Sketch of stern frame repairs herewith attached.