

Rpt. 8

Port Liverpool

No. 159789

29 AUG. 1962

Date of writing Report 23.8.62 When handed in at Local Office Received London
Survey held at Liverpool No. of Visits 34 First Date 30.5.1962 Last Date 31.7.1962

WRECK SECTION 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. 66973 on the Iron or Steel S.S. "JOHN HOLT"
Built at Birkenhead By Whom Cammell Laird & Co. Ltd. When 1946
Owners Guinea Gulf Ltd. Owners' address (If not already in R.B.) Liverpool
Managers Both Port of Registry Liverpool
Surveyed Afloat or in Drydock Both Name of Dock Alexandra, Gladstone & Langton D.D. Date of last exam. in Drydock 5.7.62

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

Last Report: No. 115840 Port LON
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.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1	9,61	+IMC	5,58
SS	5,58	BS M	4,61
		TS OG	12,59
with freeboard		s.p.s.	5,58

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. Offered but declined. Freeboard as marked on ship and now verified 1 ft 5 1/2 ins. Was a damage report made by anyone else? If so, by whom? Underwriters' Representative

EXAMINATION AND REPAIRS AS PER RULE FOR Docking, Damage and Wear and Tear Repairs and Special Survey (C).

Damages - Causes and dated not stated except Damage (3) due heavy weather on unspecified dates.

Permanent repairs now effected - shell plates numbered from aft.

Damage (1). Starboard Side Shell.

"J" strake plate No. 13 renewed.

"H" strake plate No. 12 cropped at frame 113 1/2 and released at butt 120 1/2, removed, faired and replaced.

"H" strake plate No. 13 cropped at frame 126 1/2 and released at butt 120 1/2, removed, faired and replaced.

Lower Landing of "K" strake Nos. 13 & 14, and upper landing of "G" strake Nos. 12 & 13 in way faired in place.

Frame bar of Bhd. 118 in way cropped, removed, faired and replaced.

Bulkhead plating in way cropped and renewed.

Frame 119 cropped, removed, faired and replaced, freeboard deck beam knee removed, faired and replaced. Beam faired in place.

Bhd 118, outboard stiffener in way s.s. removed, faired and replaced.

CONTINUATION OVER SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1	-	-	-	-	-	-	-
Removed and Faired or Repaired	4 part	6	-	-	-	-	-	As per report
Faired or Repaired in place	4	-	-	-	-	-	-	-

Has a Survey also been held on machinery of the Ship? If so, is the Report sent now, or when will it be sent? Yes now

Is Classification Certificate required? If so, to be sent to 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 is eligible in my opinion to remain as classed with fresh record of D.S. 7,62 and with the notation of S.S. 7,62.

Andrew A. Orrock
Surveyor to Lloyd's Register of Shipping
A.A. Orrock.

LIVERPOOL 28 AUG 1962

Date of Committee 28.7.62
Minute T.C. (C) 762

NOTED FOR POSTING

SS 765
E.S. 862
A.B. 862



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Lloyd's Register Foundation

8/159789 TABLE 1

Docking, Damage, Wear and Tear and

Items	Now Examined		Tanks	Now Examined Internally		Now Tested		
	YES	NO or NONE		YES	NO	YES	NO	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank	Yes		Yes		
Rudder lifted	Yes		A.P. "	Yes		Yes		
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	All - Yes		All - Yes		
Hatchways, Covers, closing and securing appliances	Yes		Fresh Water Tanks	Nos. 6 & 7 D.B. p & s)		Nos. 6 & 7 D. p & s		
Ventilator coamings, skylights, companionways and closing appliances	Yes		Deep Tanks (Tunnel wing)(O.F)	Yes		Yes		
Holds	Yes		Oil Fuel Bunkers and Settling Tanks	O.F. Bunker = Stbd.		All - Yes		
Tween Decks	Yes		Side Tanks	-		-		
Fore Peak Spaces	Yes		Wing Tanks	-		-		
After " "	Yes		Other Tanks	-		-		
Engine Space	Yes		Cargo Tanks (Tankers)	-		-		
Boiler "	Yes		Cofferdams	D.B. - All Yes		-		
Under Engines and Boilers	Yes		Pump Rooms	-		-		
Tunnel and Well	Yes							
Coal Bunkers	-							
Chain Locker	Yes							
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? -

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes

Has a Load Line Survey been held? Yes If so, state which Renewal

Have the shell and deck plating been drilled as per Rule? Not reqd. 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	-
" " in way of side scuttles	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
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)	Examination
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	Good	Equipment Letter	(x) 1 ¹⁵ /16 S.Q.
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3 B Condition Good
Longitudinals	-	Freeing ports	Good	Cables (State if now ranged and examined)	Yes - found
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good	" length 270 fthms mean diam. 1 3/4 (on board) 270 fthms Size 1 13/16	
Floors	Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Keelsons	Good	Pumps	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so complete Report 8(Eq) and attach.	
Stringers	Good	W.T. Doors	Good		
Inner Bottom Plating	Good				
Bulkheads and Tunnel	Good				

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

REMARKS, REPAIRS, Etc. (Contd.) S.R.L. No 190 - Nil

S.R.L. APPENDIX No. 9:— "SHELL PLATES G4 AND G10 (S.S. FROM FORD) INDENTED" INDENTS IN G4 HAVE BEEN DEALT WITH UNDER DAMAGE REPAIRS (1) AND MAY BE REMOVED FROM THE S.R.L. APPENDIX. G10 - INDENTS EXAMINED AND FOUND TO CONTINUE EFFICIENT.

Survey Fee *AS* £134-00
 Special Damage Repair Fee (if any) *RM* £84-00
 Travelling Expenses (if chargeable) £35-00
 Second Surveyor's Fee (if any) _____
 Date when A/c. Rendered 27 AUG 1962

Rpt. Contⁿ. Sheet 2
 Port of Liverpool

Continuation of Ship/Mstr. Report No. 159789 dated 23.8.62.

on the S.S./M.S. "JOHN HOLT"

Damage (2). Port Side Aft End of No. 1 Hold.
 Bulkhead 118 cropped about 8' x 2'6" in way of H strake, removed, faired and refitted.

Damage (3) - Fore Peak Tank.
 About 334 shell rivets renewed.
 About 361 internal rivets on beam knees and brackets etc. renewed.
 Fabricated plate shoe fitted and welded to shell plating and stem from keel up to 7 feet waterline.
 Leading edge of shell plating from 7' to 10' W.L. veed put and welded to stem bar.

Damage (4). STARBD SIDE IN WAY OF No 4 HOLD
 "K" strake shell plate No. 7 cropped at frame 46 1/2, released at butt 42 1/2 removed, faired and replaced.
 "J" strake plate No. 6 cropped at frame 41 1/2, released at butt 48 1/2, removed, faired and replaced.
 4 tween deck frames in way 43 to 46 cropped removed, faired and replaced.
 Freeboard Deck Chocks in way removed, faired and replaced.

Wear and Tear Repairs.

Shelter Deck Plating.
 Stringer Plate frames 11 1/2 to 19 1/2 port and starboard renewed.
 Stringer Plate frames 19 1/2 to 27 1/2 port renewed.
 Stringer Plate frames 36 1/2 to 47 1/2 port renewed.
 Stringer Plate frames 106 1/2 to 110 1/2 port renewed.
 Stringer Plate frames 106 1/2 to 116 1/2 Starbd. renewed.
 Stringer Plate frames 116 1/2 to 127 port renewed.
 Stringer Plate frames poop front to frame 11 1/2 doubled.
 Strake 1st inboard of stringer - frames 11 1/2 to 19 1/2 port & starbd. renewed.
 Strake 1st inboard of stringer - frames 43 1/2 to 51 1/2 starbd. renewed.
 Strake 1st inboard of stringer - frames 105 1/2 to 109 1/2 port renewed.
 Strake 1st inboard of stringer - frames 103 to 109 1/2 starbd. renewed.
 Strake 1st inboard of stringer - frames 133 1/2 to 137 1/2 port renewed.
 Strake 2nd inboard of stringer - frames 13 1/2 to 22 1/2 port renewed.
 Strake 2nd inboard of stringer - frames 13 1/2 to 33 1/2 starbd. renewed - (2 plates).
 Strake 2nd inboard of stringer - frames 33 1/2 to 51 1/2 port renewed (2 plates).
 Strake 2nd inboard of stringer - frames 41 1/2 to 51 1/2 Starbd. renewed.
 Strake 2nd inboard of stringer - frames 104 1/2 to 113 1/2 port renewed.
 Strake 2nd inboard of stringer - frames 103 to 113 1/2 starbd. renewed.
 Strake 2nd inboard of stringer - frames 121 1/2 to 137 1/2 port & starbd. renewed (2 plates).
 Plating between hatches - frames 11 to 16 renewed (3 plates).
 Plating between hatches frames 46 to 50 1/2 renewed (3 plates).
 Plating between hatches (except cr. strake) frames 136 to 139 renewed (2 plates).

No. 1 Hold - Hatch coaming horizontal stiffener p & s renewed.
 (Shelter Deck) - Hatch coaming horizontal stiffener forward end renewed.
 Hatch coaming starbd. side foundation bar renewed 7" x 3 1/2".
 Hatch coaming port side foundation bar renewed 12" x 3 1/2".
 Hatch coaming aft end starbd. side cropped and renewed 2'6" x 1'9".

on the S.S./M.S. "JOHN HOLT"

No. 2 Hatch - Hatch coaming horizontal stiffener forward end renewed.

(Shelter Deck) Hatch coaming horizontal stiffener starbd. side cropped and part renewed.

Hatch coaming starbd. side foundation bar renewed 7" x 3½".

Hatch coaming horizontal stiffener aft end removed, coaming and bar faired and all replaced.

Hatch coaming port side renewed from deck to horizontal stiffener.

No. 3 Hatch - Hatch coaming Starbd. side - miscellaneous pitting built up with welding.

(BOAT DECK.) Hatch coaming horizontal stiffener starbd. side renewed.

No. 4 Hatch - Hatch coaming port side foundation bar renewed 7" x 3½".

(Shelter Deck) Hatch coaming starbd. side foundation bar renewed 7" x 3½".

Hatch coaming fore end foundation bar renewed 7" x 3½".

Hatch coaming horizontal stiffener port side renewed.

Hatch coaming horizontal stiffener for'd end renewed.

No. 5 Hatch - Hatch Coaming starbd. side foundation bar renewed 12" x 3½".

(Shelter Deck) Hatch Coaming Aft end foundation bar renewed 7" x 3½".

Hatch coaming horizontal stiffener forward end renewed.

Booby Hatch on Forecastle - 1 locking bar renewed.

1. No. 1 Hold. Aft bulkhead doubled in way of bilge (p&s)(doublers fitted on aft side of bulkhead).

Aft bulkhead - bottom brackets on stiffeners (15 off) - flanges cropped off and replaced with

4" F.B. face bar welded as tee bar.

Face bar of port side web frame cropped, removed, faired and replaced.

Flanges of margin brackets cropped and replaced with 5" x ½" F.B. face bar welded as tee bar -

10 off port, 5 off starbd.

Shell frame No. 1 from aft port side cropped about 5' at top of bilge bracket and renewed.

No. 1 tween deck frames p & s doubled in way of cement chocks (total 54).

Tank top plating in No. 2 D.B. starbd. side adjacent to centre strake 2'6" x 2'3" insert fitted.

No. 1 Hold - Frames - 11 off p & s - bulb angle frames doubled with bulb plate in way of cement chocks.

15 off p & s channel frames - reinforced with 5" x ½" F.B. face bar

about 3'6" long welded to face of inboard flange and top of margin bracket.

About 100 shell rivets p & s at aft end of bilge renewed.

No. 2 Hold. Margin brackets port side - 17 off - flanges cropped and replaced with 5" x ½" F.B. face bar welded as tee bar.

Tank top plating at aft end of hold doubled for about 1 frame space the full width of the tank

top plating, edges and slots welded.

Aft bulkhead stiffener - 17 off bottom stiffeners brackets renewed.

Hold frames 22 p & s - web of frames doubled in way of cement chocks.

1 hatch beam renewed complete.

2 hatch beams - webs and bulb angle face bars renewed.

on the S.S./M.S. "JOHN HOLT"

4. No. 4 Hold - After bulkhead - bottom stiffener brackets renewed - 2p & 2s.

For'd bulkhead - bottom stiffener brackets renewed 1 port.

Margin brackets - alternate brackets renewed p & s - total 24.

Margin brackets - alternate brackets flanges cropped and replaced with 5" x 1/2" F.B. face bar welded as tee bar.

No. 4 Tween Deck frames p & s doubled in way of cement chocks (total 44).

No. 4 hold frames - 3 off starbd. side faired in place.

1 hatch beam web renewed.

5. Hold - Tunnel top plating - 2 small insert plates fitted to remove sharp indents.

1 local doubler on starbd. side fitted at ship's side.

Webs of frames doubled immediately above tunnel wing tank top (total 13).

No. 5 tween deck frames starboard side doubled in way of cement chocks (total 21).

2 hatch beam bulb angle face bars renewed.

No. 3 hatch trunk and adjacent Galley Bulkhead doubled in way of starbd. alleyway - about 12' long x 12' deep.

4' of bulkhead foundation bar renewed.

8 Tween deck Pillars removed, faired and replaced.

2 hold pillars in No. 2 hold removed, faired and replaced.

Heavy Derrick seat - 3 vertical plates doubled.

Aft Peak Bulkhead in hold reinforced with 3" x 5/8" horizontal flat bar welded face on about 2'6" below deck.

Chain Lock bulkhead doubled in way of F.P. store.

F.P. bulkhead in way of F.P. store wing renewed p & s, 3'6" x 2'6" insert.

6 main shroud shackle pins renewed.

8 shackles and pins overhauled and made good.

About 4 - slightly buckled beam knees reinforced with 4" x 3/8" F.B. face bar welded as tee bar.

Engine Room Skylight - doubled in way of local corrosion and wing nuts overhauled.

92 wood hatch covers renewed.

About 1200' of spar ceiling renewed.

Sundry fractures on rudder veed out and rewelded.

Bridge front doubled at bottom starbd. side.

Minor Wear and Tear Repairs effected.

29 AUG. 1962

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pt. 9a Contn. Sheet 5

Continuation of Ship/Moby Report No.

Port of Liverpool

~~Continuation of Report No.~~

dated

23. 8.62.

~~on the~~

on the S.S./M.S. "JOHN HOLT"

Pipes.

3' of F.P. Suction in Fore Peak renewed.

No. 1 D.B. - 5' of sounding pipe renewed.

5' of No. 1 D.B. suction in No. 2 D.B. renewed.

24' of F.P. Suction in No. 1 Hold renewed.

No. 1 Hold suction - Port - 15' renewed in No. 2 Hold.

No. 1 Hold suction - Starbd. - 9' renewed in No. 2 Hold.

No. 2 Hold Suction - Port - 5' renewed in No. 2 Hold.

No. 3 D.B. Sounding pipe p & s renewed in No. 2 Hold.

No. 2 D.B. Suction in No. 4 D.B. - 6' p & s renewed.

No. 4 D.B. air pipes p & s - 3 sections renewed 30°.

No. 8 D.B. tank air pipe - port side - 10' part renewed.

No. 5 Hold - oily bilge suction - 9' p & s renewed.

Port tunnel wing tank - air pipe - 4' at bottom renewed.

Aft peak suction - 2 sections 12' renewed.

Aft peak sounding pipe - 2 sections 12' renewed.

All repairs examined on completion, hose or pressure tested as necessary and found good.

Andrew Alcock



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