

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

S.S.

"JOHN HOLT"

Built at Birkenhead

By Whom Cammell Laird & Co. Ltd.

When

Tons gross 3821
Year 1946 Month 9

Owners Guinea Gulf Ltd.

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

Managers

Port of Registry

Surveyed Afloat or in Drydock

Both

Name of Dock

Alexandra, Gladstone & Langton D.D.

Date of last examn. 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.

Give dates and references to any letters relating 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

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

Freeboard as marked on ship and now verified

1 ft 51 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 113¹/₂ and released at butt 120¹/₂, removed, faired and replaced.

"H" strake plate No. 13 cropped at frame 126¹/₂ and released at butt 120¹/₂, 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 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	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.

Date of Committee

Minute

28.7.62

T.S. (C) 7,62

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

CERTIFICATE WRITTEN

NOTED FOR POSTING

S.S. 7,62

E.S. 8,62

11/3/8.62



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Lloyd's Register Foundation

004918 - 004926 - 000 1/5

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.

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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 $\frac{1}{2}$ " 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 $\frac{5}{8}$ " 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 $\frac{3}{8}$ " 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.

8

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pt. 9a Contn. Sheet 5

Port of Liverpool

Continuation of Ship/~~Moby~~ Report No.

~~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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