

Rpt. 8

Port Liverpool

No. 153636

Date of writing Report 14th February, 1960 When handed in at Local Office

Received London 2 MAR 1960

Survey held at Liverpool

No. of Visits 4

First Date 2.2. 19 60

Last Date 11.2. 19 60.

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.

14028

on the Iron or Steel S.S. "HEMSLEY I"

Tons gross 1178

Built at Newcastle

By Whom Tyne Iron S.B. Co. Ltd.

When 1916 11

Owners Hemsley Bell Ltd.

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

Managers --

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock Langton Dry Dock, Alexandra Dock.

Date of last examn. in Drydock 3.2.60.

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

Last Report: No. 15230 Port SW 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	2,59	*LMC	11,56
SS. (Dr)	11,56	BS. M	2,59
		TS. OF	2,59
carrying oil in bulk FP		s.p.s.	11,56
above 150°F.			

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 Superintendent Freeboard as marked on ship and now verified 1 ft 6 ins

not required

Was a damage report made by anyone else? If so, by whom? Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damage and Docking.

Damage (1). Stated to have been sustained due to contact with Hornby lock wall on 1st February, 1957.

Found. Starbd. side in way of No. 3 tank :- Sheerstrake set in and 1 frame, 1 beam, 1 beam knee, also 1 web frame and shell angle in way buckled.

Now Done :- Sheerstrake plate cropped and part renewed; 1 frame, 1 beam, web plate and shell angle cropped and part renewed; beam knee renewed.

Damage (2) :- Stated to have been sustained due to contact with the s.s. "SHELL 4" on January 4th, 1960 in R. Mersey.

Found. Port side sheerstrake in way of No. 3 tank indented. No internal damage.

Now Done. Sheerstrake released and faired in place.

Damage No. 3. Stated to have been sustained due to contact with the s.s. "SIGNE" on 12th June, 1958.

Found. Port side Poop front corner plate, Poop side plate No. 1, Poop sheer plate No. 1 (from for'd) set in. Poop deck stringer angle and stringer plate in way slightly buckled. Nos. 2 & 3 Poopside frames, beams & knees buckled.

Now Done. Poop front corner plate and Poop deck stringer plate and angle cropped and part renewed. Poopside and sheerstrake plates faired in place; 2 frames and 2 beams faired in place; 2 knees removed, faired and refitted.

CONTINUATION OVER/OR 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	1				1	1	1 web fr. & shell angle, 3 knees etc.
Removed and Faired or Repaired							2	
Faired or Repaired in place	3	2						

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to No

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 classed with record of D.S. 2,60, subject to one length of chain cable being fitted at the first convenient opportunity.

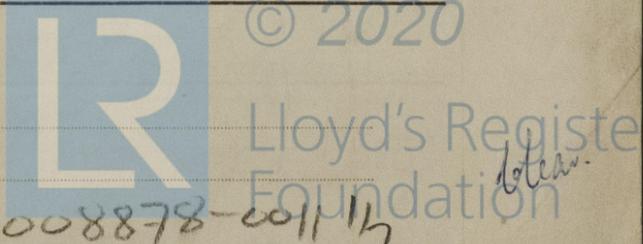
Pat. Sutcliffe
Surveyor to Lloyd's Register of Shipping
A. Jameson.

LIVERPOOL - 1 MAR 1960

Date of Committee

Minute

D.S. 2.60 Subject M+B
MS 2.60



008872008878-0011/2

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	
Rudder lifted	"	A.P. "	
Weather Decks, Superstructures and Casings	"	D.B. Tanks (indicate Oil Fuel and Cofferdams)	
Hatchways, Covers, closing and securing appliances	"		
Ventilator coamings, skylights, companionways and closing appliances	"		
Hold	No	Fresh Water Tanks	
		Deep Tanks	
Tween Decks	No	Oil Fuel Bunkers and Settling Tanks	
		Side Tanks	
Fore Peak Spaces	No	Wing Tanks	
After " "	"	Other Tanks	
Engine Space	"		
Boiler "	"	Cargo Tanks (Tankers)	No. 3 - p & s Yes
Under Engines and Boilers	"		No. 3 p & s - Yes
Tunnel and Well	"	Cofferdams	
Coal Bunkers	"		
Chain Locker	"	Pump Rooms	
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? Yes, as reqd.

Have the bilges been cleaned out and examined? Not reqd. Has cement in bottom been examined? No

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? Not reqd.

Has a Load Line Survey been held? Yes If so, state which Annual - Report forwarded.

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? 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	Good	Ceiling and Cargo Battens	Not exam'd	Sluice Valves examined and found	Not exam'd
" " in way of side scuttles	Not exam'd	Cement or Asphalt	Not exam'd	Air and Sounding Pipes	Good above deck
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exam'd
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Efficient
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	from Deck
Coamings and Casings	"	Companionways and Skylights	"	Chain Locker	Not exam'd
Beams and Fastenings	"	Shell Openings	"	EQUIPMENT	
Frames	"	Ash Shoots	-	Equipment Letter	n
Reverse Frames	Not exam'd	Overboard Discharges and Scuppers	Good	Anchors, No. of <u>3B 1S 1K</u>	Condition <u>Good</u>
Longitudinals	Good	Freeing ports	-	Cables (State if now ranged and examined)	Yes
Transverses	Good	Steering Gear (Main and Auxiliary)	examined and found <u>Efficient</u>	" length <u>195</u> mean diam. <u>1 3/8</u>	
Floors	Not exam'd	Windlass examined and found	"	" Rule Length <u>210</u> Size <u>1 1/2</u>	
Keelsons	"	Pumps " " "	Not exam'd	Hawsers and Warps	Stated complete
Stringers	"	W.T. Doors " " "	"	State if any Anchors or Chain Cable have now been supplied or retested, if so,	Yes
Inner Bottom Plating	"			complete Report 8(Eq) and attach.	
Bulkheads and Corners	Good				

Damage. 4. Stated to have been sustained due to contact with Hornby Lock wall on 9th January, 1959.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None Listed. See Below Found. Starbd. side Poop front corner plate indented. No internal damage. Now Done :- Plate cropped and part renewed.

REMARKS, REPAIRS, Etc. (Contd.) Damage No. 5. Port Bower Anchor and 1 length of cable stated to have been lost while anchoring in the River Mersey on 26th September, 1959.

Now Done :- New Anchor and 1 length of cable fitted. Report 8 (Eq.) attached.

On completion the foregoing repairs were hose and pressure tested and proved satisfactory.

Wear and Tear Repairs. Approximately 500 frame and seam rivets caulked, 60' of seam and butts recaulked. Rudder bottom pintle renewed. When ranging the cables, 1 length was found to be defective and required renewal. The new length of cable was not available before sailing and it is recommended that the new length of cable be fitted at the first convenient opportunity.

Survey Fee £21.0.0 Second Surveyor's Fee (if any) _____

Special Damage or Repair Fee (if any) £1.0.0 Date when A/c. Rendered 24/2/60

Travelling Expenses (if chargeable) _____

Lloyd's Register Foundation

The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT)

To be securely attached to

SHIP'S NAME "HEMSLEY I"

REPORT

No. 153636

When Anchors or Cables are supplied or retested, 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. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.			
86393	Bower	25	2	7	-	-	-	25	5	3	21	24	2	0	Stockless Britannia C.S. Head	Richard Sykes & Son Ltd.	Cradley Heath 10.10.59. H. Phillips
	Head cert.				18.6.57.			Sunderland	Weight	15.0.25.							
	Collective Weight Stream																

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable			Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent			
	Length or Metres	Diam. Ins. or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied			Rule							
	Fathoms	Ins. or M/ms	Tons or Kilogs	Tons or Kilogs	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Fathoms or Metres	Ins. or M/ms			
7944	15	1 1/2	40.5	58.7	17	1	4	17	1	0	-	1.5	Stud link	Richard Sykes & Son Ltd.	Cradley Heath 13.10.59. H. Phillips

A. Jameson

Surveyor to Lloyd's Register of Shipping

A. Jameson.

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? Yes

008871-008878-0011

No. of Main Engines 1 No. of Screws 1
Records of Survey & Special Notations as per Register Book