

DISCLASSIFIED SECTION
REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th March 1950. When handed in at Local Office 7th March 1950. Port of MIDDLESBROUGH.

No. in Survey held at MIDDLESBROUGH. Date, First Survey 16th Jan. Last Survey 27th February, 1950.

Reg. Book. on the Wood, Iron or Steel M.V. "INNESMOOR".

13222. TONNAGE: Built at Sunderland. By whom Wm. Doxford & Sons Ltd. When 1928 5

GROSS 4477. Owners W. Schuckmann. Owners' Address Bremerhaven, Germany.

UNDER DE 4070. Managers Walter Runciman & Co. Ltd. Port belonging to London.

NET 2646. Surveyed Afloat or in Dry Dock? Afloat Name of Dock Eston Buoy Destined Voyage

Cell/D Bord/Ba feet: uE & B feet: f fee Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined. Last Report, No. 17414 Port Ym

17414 Port Ym

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 Examination of Deep Tank.

At the request of the Owners attended on board the above vessel to examine the structure of the Deep tank (see also Genoa Report No. 17414) for the purpose of recommending temporary repairs to enable the vessel to continue trading until the next special survey due 7.50.

The following defects were found:-

Two side frames i.e. 4th and 5th from forward end of deep tank, starboard side, were found fractured below the temporary repairs effected in Genoa.

Tank side knees port and starboard were found fractured at top outboard side, the remainder being wasted at inboard ends.

Overall beam knees port and starboard found badly wasted and beginning to fracture. continued

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DE. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Deck	Ceiling	Oil Bunkers, Openings, Covers, etc.	State if on Felt.
Plating	Cement or Asphalt	Oil Bunkers	When fitted, Month
in way of side lights	Studding	Scupper	Year
Frames	Steering gear and its connections	Cargo Hatchways	Beats
Stanchions	Windlasses	Flukes	Musts, Yards, etc.
Bottom Plating	Have points been checked and found off	Blanking	Condition, how ascertained
the Tanks been examined internally?	White	Caulking	(State if wedges removed)
the Tanks been tested?	Have Stair Valves been checked and found efficient?	Freeboards	Equipment lotter
	Have Staircase Doors been examined and found efficient?	Transoms & Stowies	Anchors, No. of
	Have Ventilators and their Connections been examined and found efficient?	Transoms, Pointers & Crutches	Calves (State if new rapped)
	Ab and Decking Plating	Timbers of Frame at openings	length mean diamr
	Decking Plating under Soundings Pipe	at other places	(on-board)
		Stringers, Clamps & Shelves	Side length size
		Galting	Chain Locker
		State if examined	Hangers & Wires
			Standing and Running Rigging
			Sails

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

State clearly whether 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:-

This vessel so far as now seen is eligible in my opinion to continue as now classed without fresh

record of survey, subject to permanent repairs to cracked shell plate in 3rd strake, below sheer

(S.S.) at aft end of Deep Tank and 4th strake below sheer (P.S.) at fore end of Deep Tank, to

tank top plating (P.S.) at foot of forward bulkhead brackets and to internal structure of Deep

tank being dealt with on the vessel's arrival at Bremerhaven and to renewal of wasted tank top

plate in No.1 hold (p.s.) next Special Survey.

Int. Cert. 6: 6: - Fees applied for, 7.3.1950.

Received by me, DISCLASSIFIED SECTION.

Surveyor to Lloyd's Register of Shipping.

General Committee Thursday, 14th May, 1950.

m.v. "INNESMOOR" (Hull)

The tank side gusset plates badly wasted.

The large horizontal bracket, starboard side at the after end wasted and buckled.

The lower wing plate of the forward bulkhead appears thin.

The side frames are wearing thin and there is evidence of panting on the shell.

The following recommendations were made and agreed by the Owners (Walter Runciman & Co. Ltd.) Superintendent.

The wasted beam knees p & s to be renewed.

A deep angle bar reverse frame to fit to all side frames p & s with a 6 x 6 tee bar stringer for the full length of the tank at about half height.

The fractured tank side knees to be renewed and the wasted portion of the remainder doubled.

The tank side gusset plates to be renewed all fore and aft.

Doubling plates to fit to wing plates of forward bulkhead.

Horizontal bracket at aft end of tank s.s. to be renewed.

The two forward beam knees, starboard side now bolted to be riveted.

The wasted and fractured tank top plating p.s. under toes of stiffener bottom brackets of forward bulkhead at present covered by cement box to be dealt as found necessary .

Doubling plates to be fitted to shell plating on 3" and 4" strakes below sheer in way of bulkheads P & S where not already fitted.

The vessel was subsequently sold to German Owners and is being towed in ballast to Bremerhaven. An Interim Certificate was requested for this voyage and issued, copy attached.

The Bremshaven Surveyors have been informed and given particulars of this case.

The two fractured frames were welded and fitted with straps on flange and web before the vessel left this port.

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

ANCHORS.

ANCHORS.

Number of Certificate.	Anchor.*	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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge															

If Patent state name of Patent.

... stated whether it is a 1st, 2nd, or 3rd bower.

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

CHAIN CABLES.

[illegible]