

Rpt. 8

Port Bremen

No. 6461

Date of writing Report 3.7.1962

When handed in at Local Office

Received London

Survey held at Bremen

No. of Visits 10

First Date 31.5. 19 62

Last Date 17.6. 19 62

# 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.

21984

on the Iron or Steel

S.S.

"MEDINA PRINCESS"

Tons gross 7069

Built at Sunderland

By Whom S.B. Corp. Ltd.

When Year 1944 Month 7

Owners Helnville Ltd

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

Managers

Port of Registry Leith

Surveyed Afloat or in Drydock afloat

Name of Dock Osterort

Date of last examn. in Drydock

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

Last Report: No. 33725 Port B.A.S.

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 Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 with freeboard	+LMC 9/59 MBS 7/61
SS 9/59	TS CL 8/59
DS 2/61	SPS 5/61

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

Freeboard as marked on ship and now verified - ft - ins

No Damage

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

EXAMINATION AND REPAIRS AS PER RULE FOR REPAIRS (WEAR AND TEAR)

Subsequent to a General Examination of the ship for seaworthiness at Bremen the following recommendations were made:-

- 1) Fore peak tank air pipe gooseneck on forecastle deck, port side aft, found broken off at deck level and wood plug inserted in pipe. (Recommended air pipe gooseneck to renew).
- 2) Access hatch on forecastle deck, starboard side coaming wasted thin in way of adjacent steam pipes and 3 securing toggles for steel cover missing. (Recommended starboard side coaming to fit with welded doubling plate and 3 toggles to renew.)
- 3) Forecastle deck plating at aft starboard corner found buckled and fractured (3"). (Recommended temporary repair, fracture in deck to be veed out and welded).
- 4) Starboard side hawse pipe found fractured at underside of forecastle deck. (Recommended fracture to be veed out and welded and doubling plate to fit in way of same.)
- 5) Ventilator coaming on forecastle deck port side aft found wasted thin at deck level. (Recommended to be fitted with welded doubling plate).

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Cont...							
	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired				No Damage				
Faired or Repaired in place								

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

Is Classification Certificate required? If so, to be sent to No  
Has Interim Certificate been issued? Yes, Copy attached

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 our opinion to be retained as Classed in the Register Book without fresh record of survey, subject to all conditions at present attached to the ship's Class being dealt with as previously recommended, to the after peak tank not being used until tested for leakage, and to all other recommendations made now at this port and as detailed in this report being dealt with at Rotterdam to which port the ship is now proceeding direct from Bremen.

*J. H. Best*  
Surveyor to Lloyd's Register of Shipping

Date of Committee  
Minute

See Rpt 54201



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009896-009903-0321 1/2

TABLE 1

6461

SURVEY

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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

CONFIRMED

SURVEY

STARTED

OVER

AS

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? If so, state which

Have the shell and deck plating been drilled as per Rule? If so, report details in body of Report

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	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary) examined and found	" length mean diam.
Floors	Windlass examined and found	" (on board) Size
Keelsons	Pumps " "	" Rule Length
Stringers	W.T. Doors " "	Hawsers and Warps
Inner Bottom Plating		State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.
Bulkheads and Tunnel		

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

REMARKS, REPAIRS, Etc. (Contd.) (Wear and Tear Repairs Cont...)

6) Forecastle guardrail, starboard side aft, buckled and stanchion broken at deck connection. (Recommended renewal of guardrail and stanchion in way).

7) The upper deck plating in way of winch steam piping abreast the forward masthouse, starboard side, found wasted and thin. (Recommended further scaling and drilling of test holes to ascertain extent of wastage and possible subsequent temporary repair by means of welded doubling plates on top of deck).

Note: A portion of this plating had been holed and stated previously repaired during the ship's stay at Bremen without our knowledge by means of a doubling plate fitted to the underside of the deck, but due to the presence of cargo no opportunity was available to examine same.

Survey Fee (W. & T. Repairs) £ 35-0-0

Special Damage or Repair Fee (if any) £ 29-7-0 (JHB)

4 Late + 2 Sunday Attendance Fees £ 10-0-0

Travelling Expenses (if chargeable)

Date when A/c. Rendered

Rpt. 9a

Port of Bremen

Continuation of Report No. 6461

dated 3.7.1962

on the

S/S "MEDINA PRINCESS"

Contd. Wear and Tear Repairs:—

- 8) Broken glass of ship's sidescuttle leading to tween deck spaces abreast fore end No.2 hatch. (Recommended renewal of glass or fitting of welded closing plate over sidescuttle).
- 9) No.3 hatch side coaming horizontal stiffeners found wasted and holed at aft end, port and starboard No.3 hatch side coaming stays, port side, found wasted and holed. (Recommended fitting of welded doubling plates to horizontal stiffeners and renewal of 3 hatch side stays, port side).
- 10) Air pipe gooseneck, 1-port and 1-starboard at aft end No.3 cargo hatch and 1-port side abreast aft end No.5 cargo hatch found wasted thin and holed at deck level. (Recommended fitting of welded sleeves in way of wastage).
- 11) The brass screw plugs for the following sounding pipes were found either missing or with wasted threads.
- No.1 hold bilge, port and starboard
- No.3,4 and 5 hold bilges, port side
- Midship wing tank, port side
- (Recommended renewal of plugs and repair of pipe ends).
- 12) The upper deck plating inside aft masthouse, and aft bulkhead plating of aft masthouse found wasted and holed. (Recommended scaling and cleaning of structure in way for further examination and possible subsequent fitting of welded doubling plates).
- 13) The upper deck ship side guardrails and stanchions found broken and missing in several places. (Recommended renewal or repair of same.)

Now done:

After further discussions with the Owner the following temporary repairs were recommended and have now been carried out to enable the ship to proceed from Bremen direct to Rotterdam where it was stated that the aforementioned repairs would be effected. (Rotterdam and Antwerp Surveyors informed by letter 17.6.1962).

Items Nos.1,3,4,5,10,11 and 12 have now been fitted with cement boxes.

Items Nos.6 and 13 have been secured by means of temporary wire lashings.

Special Reasons List No. 189: } Ship afloat, loading cargo.

S.R.L. Appendix No.9: } No items examined or repaired at this time.

*W. J. Blythe*  
Surveyors to Lloyd's Register  
of Shipping