

Rpt. 8.

N.N. "BENVANNOCH"

(Received at London Office

15 FEB 1950)

No. 106975

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 7th February 1950

When handed in at Local Office 9th February 1950

Port of NEWCASTLE-ON-TYNE

No. in Reg. Book.

Survey held at Jarrow on Tyne

Date, First Survey 2nd September 1949

Last Survey 16th January 1950

36269

on the Wood, Iron or Steel

S/S "GRANDYKE" TO BE RENAMED "BENVANNOCH"

TONNAGE :-

GROSS 7069

UNDER DK. 6603

NET 4079

Built at SUNDERLAND (NEAR BRANCH) By whom SHIPBUILDING CORP LD

When 1944

MONTH 7

Owners BEN LINE STEAMERS LTD

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers W &amp; A THOMSON &amp; CO

Port belonging to LONDON TO BE ALTERED TO LEITH

Surveyed Afloat or in Dry Dock? Both

Name of Dock PALMERS JARROW DRYDOCK

Destined Voyage

Cell/Dor/Dba feet; uE & B feet; f feet  
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. 336

Port FAL GIB

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of letters respecting this case.

In 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 YES.

DAMAGE REPORT ISSUED. COPY ATTACHED HEREWITH.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE, SPECIAL SURVEY AND CONVERSION TO OIL FUEL BURNING

DAMAGE ① stated to have been sustained through vessel coming in contact with "SECUNDA" at Puffleet in the 21st August 1947.

DAMAGE ② stated caused through vessel striking submerged object whilst nearing Pensacola on the 31/10/48

DAMAGE ③ " " " " encountering heavy weather whilst on voyage from Manchester to Galveston between the 5th and 28th October 1948

DAMAGE ④ stated caused through contact with Quay Wall at Gibraltar on the 27th June 1949

DAMAGE ⑤ " " " " S/S "NIKOS T." on the 8th August 1949

DAMAGE ⑥ cause stated unknown. (S.R.I. ITEM) (See also Manchester Report No 13402)

P.T.O.

S.L.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed or part renewed	/	1	/	/	/	1	/	Tank Testing, bulkheads, Rudder
Removed and Fair'd or Repaired	/	1	/	/	/	/	/	Tank top nuts holding down bolts
Fair'd or Repaired in place	6	5	/	/	/	/	/	brackets etc.

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	Boats	good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	By examination
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	at
Frames	"	Have pumps been examined and found efficient?	yes	Planking	/	Equipment letter	30.15
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	/	Caulking	/	Anchors, No. of	30.15
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	/	Cables (State if now ranged)	yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	/	" length 270ft mean diam.	25 1/16
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	/	" Rule length 270ft size	25 1/16
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	/	Chain Locker	good
Stringers	"			" " at other places	/	Hawsers & Warps	sufficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves	/	Standing and Running Rigging	efficient
Have the Tanks been examined internally?	yes			Salting	/	Sails	/
Have the Tanks been tested?	yes			State if examined.	/		

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

State clearly whether any 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: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is now in good condition and eligible in my opinion to remain as you classed in the Register Book, and to have fresh record of dry docking 12,49, and notation of "S.S. NWC. 1,50" and "Fitted for oil fuel 1,50, F.P. above 150°F."

Survey Fee (per Section 29) Special Survey 49 : 0 : 0

Fees applied for,

13 FEB 1950

Special Damage or Repair Fee (if any)

26 : 5 : 0

O.F. CONVERSION &amp; ALTERATIONS

21 : 0 : 0

Travelling Expenses (if chargeable)

Received by me,

Second Surveyor's Fee (if any)

Committee's Minute

TUES. 18 APR 1950

Character Assigned

12.49 NWC. 2 without spl. Cond.

+ Lnd. 1.50

S.S. NWC. 1.50

Fitted for oil fuel 1.50 F.P. above 150°F

S. Little + E.A. Ryan  
Surveyors to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

009896-009903-03414

Lloyd's Register  
Foundation



GRANKYKE

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NOW DONE. The vessel placed in dry dock, bottom and rudder cleaned, examined and found or placed in good condition and afterwards recoated. Rudder lifted

DAMAGE ① (Situated at starboard side shell plating in way of forward deep ballast tank)

F 16, G 17 plates (from aft) failed in place, with 1 side frame in way. 1 side frame cropped and partly renewed; the wing plate of forward transverse bulkhead of tank failed in place.

On completion the deep ballast tank was satisfactorily tested.

DAMAGE ② (Situated at keel plating aft)

N 4 keel plate from aft failed in place.

N 6 DB tank was satisfactorily tested on completion of repairs.

DAMAGE ③. All double bottom tanks, peak tanks, deep tanks tested and all leakage made good.

RUDDER. Examined in lifted position. The bottom pintle bush and the top steadment bearing bush renewed.

All defective and fractured welding in way of rudder arm bosses and doubling plates cut out and re-elect welded (P.S.). One rudder doubling plate (S.S.) renewed (fractured). The lifting tube in way renewed.

The fractured rudder plate in way of the new doubling plate recut and elect welded.

The stern frame stream line plating elect welded (fractured).

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

## ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
26229	1st Bower	69	0	0	53	5	0	Stockless Bower	—	L.P.H.W. 15/4/49 R.J.V.
	2nd "									
	3rd "									
	Collective Weight									
	Stream.....									
	Kedge.....									

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

## CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintended.
	Length.	Diam.	Statio- tory.	Breaking Tons.	Supplied.	Per Rule.	Length.	Diam.			
27735	14 5/16	2 5/16	96 1/4	134 3/4	40	3-16	—	—	Had unk.	—	L.P.H.W. 17/4/49 R.J.V.
27732	15 1/16	2 5/16	"	"	41	2-2	—	—	"	—	ditto
27731	14 3/8	2 5/16	"	"	40	2-2	—	—	"	—	ditto
	Iron Stream Chain or Steel Wire										

ENGINE ROOM. 250 slack and leaky rivets at tank top heavy plating in way of engine bed plate renewed.

NOTE. In order to renew the above rivets it was necessary to remove the main engines from the machinery space.

All the holding down bolts (slack and leaking) renewed. The holding down bolt holes (found elongated) were completely built up with elect welding and re-drilled and tapped to suit the new bolts.

1 tank top plate on port side adjoining heavy tank top plate cropped and partly renewed (fractured).

The structure throughout the engine room DB tank thoroughly hammer tested and placed in good condition.

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Rpt. 9a.

Port of NEWCASTLE-ON-TYNE.

Continuation of Report No. 106975

dated 16/1/50

on the

GRANDYKE

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## DAMAGE REPAIRS (CONT'D).

DAMAGE ④ (situated at side shell plating starboard forward)

"J 19 (from aft) failed in place. 1 side frame removed, failed, and refitted; 2 side frames failed in place.

DAMAGE ⑤ (situated at starboard side shell in way of forward deep ballast tank)

N 4 + 5 plates of 1<sup>st</sup> strake below main sheer failed in place (from forward) with 1 side frame in way. The ballast tank satisfactorily tested on completion of repairs.

DAMAGE ⑥ (situated at side shell plating abreast machinery space on starboard side - S.R.I. ITEM)

"E 7, F 8 plates failed in place (numbered from aft)

The engine room bulkhead cropped and partly renewed at wing plate with boundary angle.

1 side frame and bracket failed in place.

On completion of the above damage repairs all new or disturbed work clear of tanks satisfactorily hose tested and afterwards recoated.

## NOW DONE FOR SPECIAL SURVEY

In conjunction with the above damage repairs, the vessel placed in drydock, bottom and rudder cleaned, examined and found or placed in good condition and afterwards recoated.

The holds, decks, tween decks structure below engines and boilers, engine and boiler space, bunkers, chain locker, anchors and chain cable, fore and after peak tanks internally and spaces above, all double bottom tanks, deep tanks internally, plating under sidelights, hatchway coamings, cover, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts and rigging, windlass, steering gear (both hand and power), Ashcroft (for altitudes) ventilator coamings and closing appliances, pump, water light door, equipment and boats examined and all found or placed in good condition.

The bulging removed as required and structure in way found good. Doubling plates found or fitted under all sounding pipes.

All double bottom tanks, fore and after peak tanks, deep tanks satisfactorily tested to Rule Requirements.

The load line markings verified, recut and painted in.

A Renewal Load line Survey held. Repairs effected. Report forwarded. Also C 11 (contg.) Report.

## WEAR AND TEAR REPAIRS.

## E. ROOM TANK TOP PLATING ETC.

Whilst the above heavy weather damage repairs (N 3) were in progress it was observed that there was some unfairness and elongation of the rivet holes at the seams and butts of the heavy tank top plating, and also through the horizontal flanges of the floor reverse frames. These holes and those involved in the renewal of riveting for damage constituted almost all the riveting in the heavy top plates, and the owner's Representative decided to lift these plates (2 off) and crop and part renew the floor reverse bars in way, thereby getting rid of packing fitted to some of the horizontal flanges. These reverse bars where renewed were of a larger and heavier section. The holes in the top plates were built up with electric welding, bored through a size larger and re-countersunk, and the holes in bars bored in line.

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## GRANDYKE

A.

WEAR & TEAR REPAIRS (CONTD)

During the survey it was observed that the cargo battens in holds and tween decks were in poor condition and large quantities missing. The original owners Representative stated that he did not wish to effect repairs and renewals to the battens at this time. (See Interim Certificate issued prior to change of ownership to take effect). Since the change of ownership the cargo battens have been placed in good order and complete. A number of minor wear and tear repairs throughout the vessel also effected.

ALTERATIONS

The side ballast tanks (P+S) in machinery space now dispensed with.

Portions of the forward transverse bulkhead of tanks retained as a web frame in agreement with the approved plan. In conjunction with these side web frames 2 channel pillars (IP, IS) consisting of double  $12 \times 3\frac{1}{2} \times 3\frac{1}{2} \times 50$  channels with 50 face plates introduced extending from tank top plating to 2<sup>nd</sup> deck to compensate for removal of the ballast tanks. (See sketch below)

It is recommended that the Register Book be suitably amended with regard to the removal of these tanks.

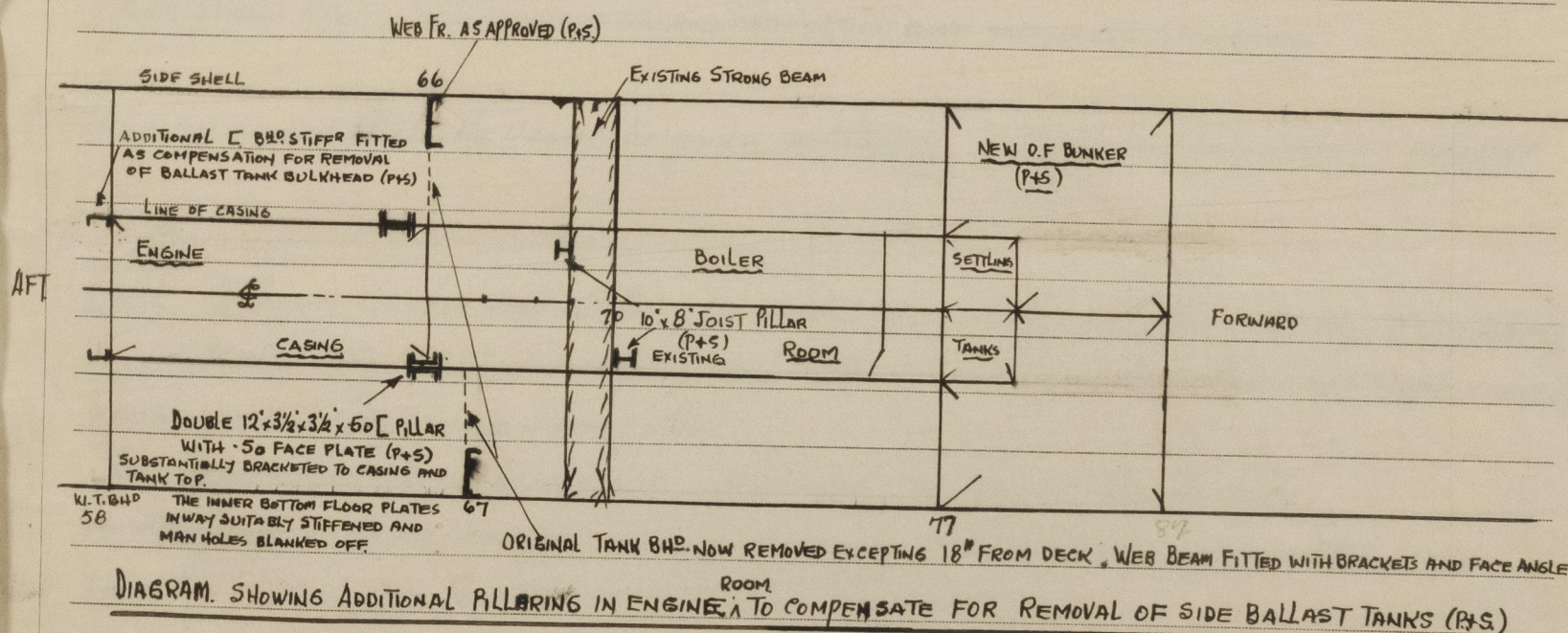
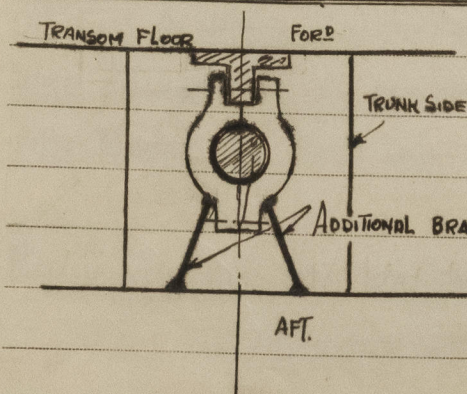
The tween deck bunker hatchways (P+S) dispensed with and openings in deck plated over.

The access fiddly casing doors in tween decks now blanked off, and two new doors (IP+IS) introduced at machinery casing giving access from engine room to new tween deck store spaces. The doors are of steel, hinged and capable of being operated from both sides - 4'0" x 2'0" sill 24" high. The door openings strongly framed.

The ash shoot in way of tween deck spaces (S.S.) removed and openings in deck and casing plated over.

The hinged steel W.T door (R+S) at divisional tween deck bulkhead N° 87 now removed, openings enlarged and new hinged steel W.T doors fitted having bolts through bulkhead, as approved.

A new W.T door fitted at thrust recess in engine room giving access to shaft tunnel, and operating from the shelter deck. The door satisfactorily tested.

RUDDER STOCK BEARING IN RUDDER TRUNK

SURVEYOR TO LLOYD'S REGISTER,  
NEWCASTLE-ON-TYNE.

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NOW DONE FOR OIL FUEL CONVERSION.

In conjunction with the above damage repairs and Special Survey, the vessel placed in drydock. The vessel has now been converted to oil fuel burning in accordance with the approved plans and the Secretary's letters and in agreement with the Rules.

Oil fuel is now carried in the new oil fuel bunkers and settling tanks, and also in N° 3 & 4 D.D. tanks. These tanks satisfactorily tested to Rule Requirements on completion of work.

The tank top plating at N° 3 tank fitted with closed wood ceiling on 1/2" grounds.

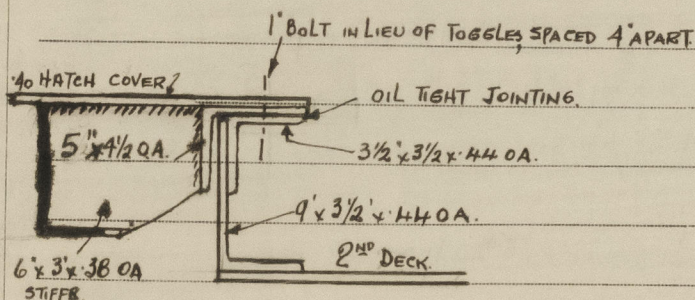
As the new <sup>cross</sup> bunker space is to be used solely for the carriage of oil fuel, no ceiling was fitted to inner bottom plating in way (see correspondence).

The heating coils to the oil tanks satisfactorily tested to Rule Requirements after fitting. All air pipes to the oil fuel tanks fitted with flash drophragm gauges.

The forward bulkhead of cross bunker fitted with closed wood ceiling, also crown of settling tanks.

The fore peak suction now passes through oil tight pipe tunnel (as approved) in way of cross bunker and along top of bilges clear of double bottom oil tanks to peak tank.

The riveting of the forward and after transverse bulkheads of oil fuel cross bunker overhauled or renewed as necessary and placed in good order. The seams and butts reinforced by elect. welding also boundary angles. Oil gutterways to Rule Requirements fitted in way of these bulkheads.



SKETCH SHOWING AMENDED ARRANGEMENT OF SECURING HATCH OIL TIGHT COVERS IN WAY OF NEW OIL FUEL BUNKER.

It is recommended that the vessel be given notation of "Fitted for oil fuel 1,50, F.P. above 150°F".

S.R.L. A Bower Anchor and 45 fms chain cable now supplied and fitted. (See page N° 2 of report.)

The side shell plating (S.S.F), and indented shell plate N° 12 in 4<sup>th</sup> Strake below sheer etc, (S.S) permanently repaired as stated in damage repairs above.

It is recommended the above items be deleted from the Special Reasons List.

The stern frame sole piece (E.W. 9, 48) specially examined. This item found in good condition and it is submitted that it may be deleted from the Special Reasons List.

THE FOLLOWING APPROVED PLANS ARE FORWARDED HERewith.

OIL FUEL BUNKERS AND SETTLING TANKS (OIL FUEL CONVERSION)

WEB FRAME N° 66 (P) + N° 67 (S) (IN ENGINE ROOM.) (ALTERATIONS)

PIPE TUNNEL FOR FORE PEAK SUCTION PIPE THROUGH DEEP FUEL TANK. (2 OFF) (OIL FUEL CONVERSION)

PLEASE NOTE AMENDED TONNAGE FIGURES, AND NAME, OWNERS AND PORT OF REGISTRY.

VESSEL UNDERRATED DECEMBER, 1940