

Rpt. 8

Date of writing Report 23-6-1958 When handed in at Local Office 23-6-1958 Received London 30 JUN 1958
Survey held at BOMBAY No. of Visits 24 The Day 23-4-1958 DISCLOSED 13-6-1958

REPORT OF SHIP SURVEYS AND REPAIRS

No. in R.B. 08072 on the Iron or Steel M.S. "DINGLEDALE"
Built at Glasgow By Whom Harland & Wolff Ltd. Total gross 8186
Owners The Admiralty Port of Registry London
Surveyed Afloat or in Drydock DRY DOCK Name of Dock RITCHIE Date of last exam in Drydock 13-6-1958

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

Last Report No. 114908 Port N.W.O.
To be filed in at Head Office.

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 renewed the necessary particulars are to be given on Report 8(Eg) which is to be attached to this Report.

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.

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

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS	Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1	8-57	*1MC CS 12-54
carrying petroleum in bulk		d 4-57
we els (Dr)	12-54	TS CL 3-57

EXAMINATION AND REPAIRS AS PER RULE FOR SPECIAL SURVEY - SHIP 16 YEARS 9 MONTHS OLD

Repairs now done :-

Shell plating - (Plates numbered from forward and keel in 4.)

H2(ps) faired in place (i.e. Endorsement No.2 plate in 3rd below sheer(ps f))

K9(ss) part renewed (indented) Endorsement for plates in way of

J9(ss) faired in place No.5 tank (ss)

B1(ps) removed, faired and replaced. B1(ss) removed, faired and replaced.

G1 & 2(ss) removed, faired and replaced.

F1 & 2(ss) renewed (wastage).

F1 & 2(ps) renewed (wastage)

G3 & 4(ps) faired in place.

H8 (ps) part renewed (wasted at butt)

J3 (ps) removed, faired and replaced. J17(ss) part renewed (indented).

Aftermost keel plate doubled over wastage.

Cargo Tank Internals - No.1 port forward transverse bulkhead buckled at shell.

1 bulkhead plate part renewed.

No.4 port, the forward lower tie plate renewed (wastage)

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	Beams	Deck Plates	Other Items
Renewed					
Removed and Faired or Replaced					
Faired or Replaced 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? SENT NOW

Is Classification Certificate required? If so, to be sent to

Has Interim Certificate been issued? YES

DIRECTOR OF NAVAL STORES,
SECTION 3A,
ADMIRALTY, WHITEHALL,
LONDON.

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 tanker is eligible in my opinion is eligible to remain as classed with record of drydocking 6.58 and notation of SS Bom 6.58 subject to 15 fathoms of anchor cable being supplied at the earliest opportunity.

Date of Committee

Minute

30m.4.57 T.

TUESDAY 22 JUL 1958

DS 6.58 subject (h.m.)
S.S. Bom 6.58 CS 6.58

DBS 6.58 SPS 6.58

CERTIFICATE WRITTEN.

E. K. Stevenson
Surveyor to Lloyd's Register of Shipping



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Foundation

010362-010368-0110 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined YES NO or NONE	Truly	Now Examined Intermittently	Not Tested
Shell plating, stern frame and rudder cleaned, examined and recoated in drydock	YES	F.P. Tank	YES	YES
Rudder Holes	YES	A.P. "	YES	YES
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (Gondolas Oil Tanks and Cofferdams)	E.R. OIL TANK - YES SUB. OIL DRAIN - YES OR FRESH WATER - YES (2 COFFERDAMS)	YES
Hatchways, Covers, closing and securing appliances	YES	Fresh Water Tanks	ALL (ABOVE A.P.) - YES	YES
Ventilator coamings, skylights, companionways and closing appliances	YES	Deep Tanks	ALL (AFT OF F.P.) - YES	YES
Holds	YES	Oil Fuel Bunkers and Settling Tanks	ALL - YES	YES
Tween Decks	YES	Side Tanks	NONE	
Fore Peak Spaces	YES	Wing Tanks	NONE	
Aft "	YES	Other Tanks	L.O. CARGO IN	
Running Spaces	YES	Cargo Tanks (Tankers)	FORE HOLD - YES ALL - YES	YES YES
Boiler "	YES	Cofferdams	ALL - YES	YES
Under Engines and Bunkers	YES	Pump Rooms	ALL - YES	
Deck Well	NONE			
Coal Bunkers	YES			
Chain Locker	YES			
Other Spaces	YES			
		Have Tanks now Examined been Cleared as Necessary?	YES	
		Have Strains in Cargo Tanks (if Tankers) been removed?	YES	
		Have Tanks been Re-tested as necessary after completion of any Repairs?	YES	

Have the valves and surveyors been checked and cleared as necessary? YES

Have the close ceiling and cargo battens, bulging, pipe casings, etc., been removed and replaced as required by the Rules? YES

Have the bilges been cleaned out and examined? YES

Has steamwork had rust removed and afterwards been recoated as necessary? YES

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? YES

Has a Load Line Survey been held? YES If so, state which RENEWAL

Have the shell and deck plating been drilled as per Rule? NO If so, Report (B) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? NO If so, report details in body of Report

PLEASE SEE RPT. 2/1 (COINT-D)

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Hold No. 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	Good	Splice Valves examined and found	Good
" " in way of side scuttles	Good	Cement	Good	Air and Sounding Pipes	Good
Rudder and Stern frame	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained	From aloft, top mast wedges removed
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	Good
Frames	Good	Shell Openings	Good	EQUIPMENT	
Reverse Frames	Good	Rah Sheets	None	Equipment Letter	C + 2 1/8" sq
Longitudinals	Good	Overboard Discharges and Scuppers	Good	Anchor No. of	33-134 Condition Good
Transverses	Good	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Floors	Good	Steering Gear (Main and Auxiliary)	Good	" length	19 mean diam. 1 15/16"
Keelsons	Good	examined and found	Good	" (on board)	20 Size 2 1/8"
Stringers	Good	Windlass examined and found	Good	" Rate of turn	Good
Inner Bottom Plating	Good	Pumps	Good	Hatches and Wares	No
Bulkheads	Good	" " " "	Good	State if any Anchor or Chain Cable have	No
		" " " "	Good	now been supplied or retorted, if so,	
		" " " "	Good	complete Report (B) and attach	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below Endorsements dealt with except No. 2 keel plate (from for'd), fore-castle sheerstrake (ss), poop side plating (ss), which were specially examined and found to remain efficient.

XXXXXXXXXXXXXXXXXXXX NOTE 1 - Endorsement "Shell plate in 2nd below sheer in way of No. 7 tank (ss) indented" - The shell plating was specially examined but no indentation found. The Owners representative states that a plate had been renewed in this area recently and this confirmed by examination. It is recommended that this notation be now deleted from the vessels class.

Repairs (Contd.)

Aft Peak Tank - Forward bulkhead, 2 stiffeners and 7 stiffener top brackets renewed (wastage)

Poop Deck - Forward cross alleyway, 1 plate renewed (wastage)

Galley floor doubled including under stove (wastage). Contd/....

Survey Fee 3.5. Rs. 6048/-

RLH Rs. 585/-

XXXXXXXXXXXX Repair Fee (if any) Rs. 450/-

Travelling Expenses (if chargeable) Rs. 128/-

Second Surveyor's Fee (if any)

Date when A/c. Rendered 24-6-1958

Rpt. 9a

Part of BOMBAY

Continuation of Report No. 12738 dated 25-6-1958

on the

"DINGLEDALE"

Main Deck in Poop - 2 stringer plates (ss) badly wasted at stringer angle, both plates part renewed (E.W. seam raised) and stringer angle in way renewed.

Rudder - Carrier bearing machined (grooved)

Cables - 1 length was found worn to renewal size and now removed. The Owners representative states that a new length will be put on order.

Anchor - Port anchor flake and shackle pins renewed in tested material.

P.K.B.

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