

Rpt. 8

Port LONDON

No.

146942

Date of writing Report 19.3.62

When handed in at Local Office 19.3.62

Received London

Survey held at LONDON

No. of Visits 6

First Date 27.2.1962

Last Date 16/3 1962

DISCLOSED

SECTION

No. 764A

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

DISCLOSED

SECTION

No. 764A

No. in R.B. 03690 on the Iron or Steel S.S. "BEAVERCOVE"  
Built at Glasgow By Whom Fairfield S.B. & E. Co. Ltd., Tons gross 9824  
Owners Canadian Pacific Railway Co. Owners' address (If not already in R.B.)  
Managers Canadian Pacific Steamships Ltd., Port of Registry London Year 1947 Month 8  
Surveyed Afloat or in Drydock Both Name of Dock Royal Docks. Date of last examn. in Drydock 8.3.62.  
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.  
Last Report: No. 14792 Port London  
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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+ 100 A1	2.61	+ LMC CS	2.60
with freeboard.		MBS	2.61
		ABS	12.60
		TS CL	2.59
		SPS	2.56
S.S.	2.60		

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

Freeboard as marked on ship and now verified 13 ft 1 1/2 ins

Owners representative not required. Was a damage report made by anyone else? If so, by whom? Yes. Underwriters Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR Docking, Annual Load Line Survey, Damages 1, 2, 3, & 4 & Conditions of Class.

Damage 1. stated to have been due to heavy weather on various dates since last drydocking.

Damage 2. stated to have been due to ship ranging port side to quay on various occasions since last drydocking.

Damage 3. stated to have been sustained whilst navigating through ice. Voyage 69 West.

Damage 4. stated to have been caused by contact with the quay in Royal Docks London on 30th October 1961. Voyage 74 East.

Now found & done for Damage 1. Approximately 80 started rivets renewed & 120 rivets caulked in No.17 keel plate. Fractured welding at butt of Nos: 17 & 18 keel plates cut out and re-welded. Damage in way of No.1. DB tank. Top stream line plate on rudder missing & now replaced with new as before. On completion of repairs, No.1.D.B. tank filled for testing and proven tight.

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 Cropped & part	3							About 400 rivets.
Cropped		6						Renewed
Removed and Faired or Repaired	2							
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  
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 as now surveyed is eligible in our opinion to remain as Classed with fresh record of Docking 3.62 subject to any outstanding conditions of Class being dealt with as previously recommended but without special condition regarding leaky shell in way of tunnel and indented shell plating in 2nd & 3rd strakes below sheer (p.s.) abreast No.2. hatchway.

E. Green. & L.B. Morris  
Surveyor to Lloyd's Register of Shipping  
E.L. GREEN & L.B. MORRIS.

WEDNESDAY 18 APR 1962

Date of Committee

Minute

SS. 3.62 without Specan (h)

Subject (m)

TS. 3.62 MBS. 3.62  
SPS. 3.62

20m 10.61 T. (MADE AND PRINTED IN ENGLAND)



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Lloyd's Register  
Foundation

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking & Annual Load Line SURVEY & Repairs.

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		In way of repairs
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		No. 1 in way of repairs.
Hatchways, Covers, closing and securing appliances	Yes			Nos: 2 & 3 in way of repairs.
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds No. 4.	Yes	Deep Tanks		
Tween Decks No. 2.	Yes	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After "		Wing Tanks		
Engine Space		Other Tanks		
Boiler "		Cargo Tanks (Tankers)		
Under Engines and Bolders				
Tunnel and Well	No	Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?	Yes	
		Have Tanks been Retested as necessary after completion of any Repairs?		

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 cement in bottom been examined?

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

Has a Load Line Survey been held? Yes If so, state which Annual

Have the shell and deck plating been drilled as per Rule? No 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 &amp; 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	—	Sluice Valves examined and found	—
" " in way of side scuttles	—	Cement or Asphalt	—	Air and Sounding Pipes (above deck)	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	—
Decks (Weather)	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	—	Condition, how ascertained	from deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	—
Beams and Fastenings	Part Exam'd. Good	Companionways and Skylights	Good	Chain Locker	—
Frames	Part Examined Good	Shell Openings	Good	EQUIPMENT	
Reverse Frames	—	Ash Shoots	—	Equipment Letter	e+
Longitudinals	—	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition
Transverses	—	Freeing ports	—	Cables (State if now ranged and examined)	No
Floors	—	Steering Gear (Main and Auxiliary)	Generally Good	" length (on board)	mean diam.
Keelsons	—	examined and found	Good	" Rule Length	Size
Stringers	—	Windlass examined and found	Good	Hawsers and Warps	Efficient
Inner Bottom Plating	—	Pumps	—	State if any Anchors or Chain Cable have	—
Bulkheads and Tunnel	—	W.T. Doors	—	now been supplied or retested, if so	No.
				complete Report 8(Eq) and attach.	—

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A Yes. See Below. Conditions of Class now dealt with as follows:—

REMARKS/REPAIRS, Etc. (Contd.) 1. "Subject to leaky shell in way of tunnel well being specially examined, and dealt with as necessary next drydocking". This item now dealt with - see body of Report.

2. "Subject to indented shell plating in 2nd &amp; 3rd strakes below sheer (p.s.) abreast No. 2. hatchway being specially examined and dealt with as necessary next drydocking". This item now dealt with - see under Damage 4.

It is recommended that mention of the above Conditions of Class be deleted.

Damage 1. - £ 5. 5. Od.  
 Damage 2. - £ 8. 8. Od.  
 Damage 3. - £ 5. 5. Od.  
 Damage 4. - £ 10. 10. Od.  
 R.R. £10

Survey Fee .....  
 Special Damage or Repair Fee (if any) £ 39. 8. Od.  
 Travelling Expenses (if chargeable) £ 1. 4. Od.

Second Surveyor's Fee (if any) .....  
 Date when A/c. Rendered = 2 APR 1962

SHEET II

APR 1962

Rpt. 9a

Port of

Continuation of Report No.

1146942  
dated

on the

s.s. "BEAVERCOVE".

Now found & done for Damage 2. About 300 scrubbed rivets renewed in shell frames and butt laps of shell plates Nos 11 & 12 in "F" strake (In way of No. 4. holds & deep tank port side). Repair hose tested on completion and proven tight.

Now found & done for Damage 3. Fore peak tank: Approximately 14 scrubbed rivets renewed in stringer angle bars on No. 14 shell plate of "C" strake starboard side. 7 scrubbed rivets renewed in stem bar in way of foregoing. Fore peak tank filled for testing on completion of repairs and proven tight.

Now done for Damage 4. (Damage previously reported as per London Report No. 146026). Port side in way of No. 2. hatchway.

No. 16 shell plate in "J" strake cropped & part renewed with welded butts Nos. 16 & 17 shell plates in "H" strake cropped & part renewed with welded butts.

Adjacent shell plates in "H" & "J" strakes faired in place as necessary.

Shell frames Nos: 139 & 144 inclusive cropped, faired and replaced with welded butts. Repair hose tested on completion and proven tight.

Now done for Condition of Class quote. "Subject to leaky shell in way of tunnel well being specially examined and dealt with as necessary at next drydocking". Riveting repaired in way of above, tested and found tight.

Now found & done for wear & tear repairs.

Nosing plate on rudder post found with corroded welded seams and now partly cut away for examination. Subsequently replaced with new plate and welded as before. Small fracture on Starboard side of rudder post cut out and repaired by welding. Bottom rudder pintle bearing re-wooded.

Nos: 2 & 3 D.B. Tanks. Odd leaky rivets caulked in plate butts port and starboard sides in "A", "B", "C" & "D" strake shell plates. Repair tested on completion and found tight.

E. L. Green & L. B. Morris.

SURVEYORS TO LLOYDS REGISTER OF SHIPPING.



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