

Date of writing Report 20th Feb. 1962 When handed in at Local Office 19th Feb. 1962 Received London
Survey held at Antwerp No. of Visits 20 First Date 15.2.62 Last Date 9.2.62

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. 28843 S.S. "BODOP" ex. "RUSHWOOD" Tons gross 6208
on the Iron or Steel M.S. Built at Shl. By Whom J. Readhead & Sons Ltd. When 1953
Owners Navigation Maritime Bulgare Owners' address Tchervenoarmeyska Str. No. 1, VARNA, Bulgaria
Managers Port of Registry Varna
Surveyed Afloat or in Drydock Both Name of Dock Mercantile Drydock No. 1 Date of last examn. in Drydock 26.1.62

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

Last Report: No. 13065 Port Bbo
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.			
100AT.		IMC.	3/57.
SS.	3/57.	M.	4/61.
Dkg.	3/61.	CL.	6/59.
		SPS.	1/60.

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

Freeboard as marked on ship and now verified 10 ft 7 ins

Owners' Superintendent Not required. Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR CHANGE OF NAME, NATIONALITY AND OWNERS, COMPLETION OF PERIODICAL SPECIAL SURVEY "B", DAMAGE, WEAR AND TEAR REPAIRS.

CHANGE OF NAME, NATIONALITY AND OWNERS.

For particulars see above.

Damage No. 1:- stated to have been caused by ranging against quay at Port Kembla on the 10th October 1958.

Now done:- Shell plating (port from forward)

K.18 renewed.

K.17, 19 and 20 faired in place.

Deck plating in way faired in place in two places.

Aft Peak Bulkhead wing plate in way faired in place.

Frames in way. 1 cropped and part removed, faired and refitted.

5 faired in place.

Damage No. 2:- stated to have been caused by collision with a tug at Auckland on 2nd November 1958.

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	2							Bhd plating.
Removed and Faired or Repaired	4	6		27				Deep tank Stringer.
Faired or Repaired in place	21	21		1		2		Bulwarks.

Has a Survey also been held on machinery of the Ship?

Yes.

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

If so, is the Report sent now, or when will it be sent?

Now.

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, so far as now seen, is eligible in my opinion to remain as now classed with record of DS.1/62 and the notation of SS.2/62.

Date of Committee

THURSDAY 22 MAR 1962

Minute

DS 1.62, with fresh spl. chn. (S)

SS 2.62

ES 2.62

TS 1.62

MBS 2.62

20m.4.61 T. (MADE AND PRINTED IN ENGLAND)

Note: MBS 2.62

CERTIFICATE WRITER

J. COATES.-



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Lloyd's Register Foundation

011478-011484-0213's

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR COMPLETION OF SPECIAL SURVEY "B"				
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	No.	Yes.
Rudder lifted	Yes.		Yes.	Yes.
Weather Decks, Superstructures and Casings	Yes.	A.P. 1, 2, 3, 4, 5, 6, 8 DB & CDS	Yes.	See below.
Hatchways, Covers, closing and securing appliances	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Nos. 1 Port, 3 Stbd, 5 Port, See above.	Yes.	
		& Nos. 2, 6, 7 & 8 p.s. & CDS.		
		Fresh Water Tanks	None.	
Holds	All Yes.	Deep Tanks Midship	Yes.	Yes.
		Fwd cross bunker p.s.	Yes.	Yes.
		Oil Fuel Bunkers and Settling		
Tween Decks	All Yes.	Fwd cross bunker centre, No.	Yes.	Yes.
		Wing Bunker p.s. & Settling tks.		
		Side Tanks	None.	
Fore Peak Spaces	Yes.	Wing Tanks	None.	
After " "	Yes.	Other Tanks	None.	
Engine Space	Yes.			
Boiler " "	Yes.	Cargo Tanks (Tankers)	None.	
Under Engines and Boilers	Yes.			
Tunnel and Well	Yes.			
Coal Bunkers	None.	Cofferdams	None.	
Chain Locker	No.			
Other Spaces	None.	Pump Rooms	None.	
		Have Tanks now Examined been Cleaned as Necessary?	Yes.	
		Have Struts in Cargo Tanks (of Tankers) been removed?	None.	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes.	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

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

Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None.

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 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 & 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.	Sluice Valves examined and found	None.
" " in way of side scuttles	Good.	Cement or Asphalt	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	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 above (see at)
Coamings and Casings	Good.	and closing appliances	Good.	(State if wedges removed)	
Beams and Fastenings	Good.	Companionways and Skylights	Good.	Chain Locker	Not examined.
Frames	Good.	Shell Openings	None.	EQUIPMENT	
Reverse Frames	None.	Ash Shoots	None.	Equipment Letter	3
Longitudinals	None.	Overboard Discharges and Scuppers	Good.	Anchors, No. of	30 15 Condition
Transverses	None.	Freeing ports	Good.	Cables (State if now ranged and examined)	No.
Floors	Good.	Steering Gear (Main and Auxiliary)	Good.	" length (on board) Stated	mean diam. complete.
Keelsons	Good.	examined and found	Good.	" Rule Length	Size.
Stringers	Good.	Windlass examined and found	Good.	Hawsers and Warps	Sufficient.
Inner Bottom Plating	Good.	Pumps	Good.	State if any Anchors or Chain Cable have	No.
Bulkheads and Tunnel		W.T. Doors	None.	now been supplied or retested, if so,	
				complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.)

Now done:— Shell plating (stbd. from fwd.)
J9 removed, faired and refitted.
G9; H9, 10; J.8, 10; K.9, 10, 11 faired in place.
Frames in way. 2 cropped and part removed, faired and refitted.
9 faired in place.

see page 2.

Survey Fee £16.000
Special Damage or Repair Fee (if any) £15.000
Travelling Expenses (if chargeable) £1.100
Second Surveyor's Fee (if any)
Date when A/c. Rendered 13.1.62

Rpt. Cont. Sheet

Port of Antwerp.

Continuation of Ship/Mech. Report No.

dated 20th February 1962.

37480

on the S.S./M.S. "R O D O P I". ex. "R U S H W O O D".

Damage N°.3:— stated to have been caused by heavy weather on various dates and voyages since March 1960.

Now done:— N°.1 DB Tank.

25 Floors fractured (10 port and 15 starboard) cropped and part renewed.

Approx. 200 rivets renewed in floors.

Approx. 250 tank top rivets renewed.

Damage N°.4:— stated to have been caused by heavy weather on voyage Mulgrave N.S. to Velsen, Holland 16th to 27th December 1961.

Now done:— Shell plate H8 (p.s.f.) (fractured) cropped and part renewed.

Midship deep tank upper stringer in way (fractured) cropped and part renewed.

Damage N°.5:— stated to have been caused by ranging against quay at Velsen on 11th Jan. 1962.

Now done:— Shell plate F.11 (P.S.F.) renewed.

Shell frames in way. 7 faired in place.

Damage N°.6:— stated to have been caused by contact with quay wall at Ymuiden on 13th January 1962.

Now done:— Shell plate F10 (ssf) cropped and part renewed.

F11, G10 (ssf) faired in place.

Stbd. Bilge keel in way cropped and part removed, faired and refitted.

Floors in way. 2 cropped and part removed, faired and refitted.

1 faired in place.

Damage N°.7:— stated to have been caused by contact with lockwall at Antwerp on 14th January 1962.

Now done:— Shell plate H14 (psf) cropped and part renewed.

G.13, J.13 (psf) faired in place.

Frames in way. 2 cropped and part removed, faired and refitted.

Bhd. wing plate in way faired in place.

Damage N°.8:— cause and date unknown.

Now done:— Shell plates (stbd from fwd) H.5; G.4, 5; F.4, 5 faired in place.

Frames in way 1 cropped and part removed faired and refitted.

Damage N°.9:— cause and date unknown.

Now done:— Shell plate N.19 (ssf) faired in place on upper edge.

Deck stringer angle bar in way released, faired and rivetted.

Damage N°.10:— cause and date unknown.

Now done:— Bulwarks in way of N°.1 Hatch.

Stbd. Plates 2 faired.

Supports. 1 removed, faired and refitted.

3 faired in place.

28 FEB 1962

tpt. Cont. Sheet

Port of Antwerp.

Continuation of Ship/Mchry. Report No.

37480

dated 20th February 1962.

on the S.S./M.S. " R O D O P I". ex. "R U S H W O O D".Port. Plates D.12 (complete with top rail) cropped, part removed, faired and refitted.

Supports. 5 Removed, faired and refitted.

3 Faired in place.

Damage N°.11:-Cause and date unknown.Now done:- Shell plate E.14 (ssf) cropped and part renewed.WEAR AND TEAR REPAIRS.Shell plating. Approx. 550 slack rivets renewed.D.B.Tank N°.3:- Local pittings in bottom shell plating built up with electric welding.D.B.Tank N°.4:- Bottom shell plating heavily pitted and corroded and dealt with as follows:-

Portside from forward. B.10 renewed.

Stbdside from forward. B.10, C.8 renewed.

A.10, 11; C.7 cropped and part renewed.

Midship Deep Tank.

44 Bottom bkts of bulkhead stiffeners renewed.

A number of rivets renewed in stringers.

Rudder. Bottom gudgeon bush renewed.N°.2 Hold. Sounding pipe to N°. 2 DB. cropped and part renewed.N°.3 Hold. Aft bulkhead stiffeners 11 cropped and part removed, faired and refitted.

2 Faired in place.

N°.4 Hold. Sounding pipe to N°.4 DB cropped and part renewed.

Air pipe to N°.4 DB cropped and part renewed.

Deck plating. In way of aft stbd corner of midship house (wasted) cropped and part renewed.MacGregor hatch covers. All closing wedges, toggles and rollers overhauled and made efficient.Access hatches to holds. All hds, jointing, toggles overhauled and made efficient.Air pipes. Gauzes renewed.

5 Wooden plugs renewed.

38 Canvas covers renewed.

Vent Coamings. 4 On engine and boiler casing tops part renewed.Sidelights. 4 Glasses renewed.

4 Securing bolts renewed.

Rigging. Foremast. Top mast canvas cover, fore and back stay shackle pins and 6 shroud shackle bolts renewed.Samson posts. 2 Shackles and 2 Shackle bolts renewed.Main mast. Wedges and canvas cover, 2 backstay shackle bolts and 6 shroud shackle bolts renewed.SPECIAL REASONS LIST."Bower anchor to be verified with certificate". Starboard bower anchor now verified with certificate (see report 8 eq attached) It is submitted that this item may now be deleted from SRL.

Rpt. Contⁿ. Sheet

28 FEB 1962

Port of Antwerp.

Continuation of Ship/Mch. Report No.

37480

dated

20th February 1962.

on the S.S./M.S. " R O D O P I " ex. " R U S H W O O D " . -

APPENDIX.

"Indented shell plating (p&s)" examined and found to continue efficient. Nothing done at this time.

Coats



CL. 6/59

Lloyd's Register
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