

Rpt. 8

Port BILBAO

No. 13065

Date of writing Report 2nd May 1961

When handed in at Local Office

Received London

Survey held at Bilbao

No. of Visits 11

First Date 17-3 1961

Last Date 5-4 1961

## REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

78241

on the Iron or Steel M.S.

"RUSHWOOD"

Tons gross 6208

Built at Shl.

By Whom

J. Readhead and Sons Ltd.

When 1953

Month 5

Owners

W.M. France Fenwick

Owners' address

(If not already in R.B.)

Managers

Port of Registry

LONDON

Surveyed Afloat or in Drydock

Both

Name of Dock

S.E. de C. Naval

Date of last examn. in Drydock 27-3-61

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

Last Report: No.

9893

Port

N.O.S.

To be filled in at Head Office.

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

must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being 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 if necessary in the body of the Report. Outstanding items to complete the Survey are summarised at the end of the Report. The reasons for Repairs must be stated, on account of Damage (the alleged cause of which must be stated) should be separated repairs due to other causes, and, besides being detailed in the body of the Report, be summarised in the form below. When, at a Special Survey, the Shell and Deck is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

References and references to any letters relating to this Report

Classn(H) 17-2-61

Classn(H) 2-3-61

SHIP'S CLASS  
Date of Special and of Drydocking Surveys, etc.

Machinery

+100A1

2.60

+ L M C

S S 3.57

E S S 3.57

M B S 1.60

T S (CL) 6.59

S P S 1.60

O F 5.53

Age cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined

Not required

Freeboard as marked on ship and now verified

9

3 1/2 (Timber)

10

ft

ins

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

NATION AND REPAIRS AS PER RULE FOR

GROUNDING, GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY, QUADRENNIAL CARGO HANDLING GEAR EXAMINATION & ANNUAL FREEBOARD SURVEY.

inding 1) The ship was stated to have grounded at Petty's Island whilst proceeding down river at Delaware to Nova Scotia on 27th September, 1960

inding 2) The ship was stated to have grounded whilst leaving Gypsum Wharf Philadelphia P.A. on the 1st. March, 1960

Done:- The ship was thoroughly examined in drydock at this time but no damage to hull could be found.

eral examination for Postponement of Special Survey:- Carried out in accordance with Circular 1959

Ship examined in drydock, particulars as stated in Tables 1 and 2.

At the request of the Owners' Superintendent the following spaces were thoroughly examined internally:-

Aft Peak Tank, Fore peak Tank, No 7 D.B. Tanks (p&s), Chain Locker, Tank Top in machinery space.

The following tanks were also tested:-

Fore Peak, No 1 D.B. (p.s. only) No 3 D.B. (p.s. only), No 4

CONTINUATION OVER/OR SHEET 2

ARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
ved								
ved and Faired or Repaired								
l or Repaired in place								

Survey also been held on machinery of the Ship?

Yes

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

No

the Report sent now, or when will it be sent?

Now

Has Interim Certificate been issued?

Yes-Copy attached

AL 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 is in my opinion, eligible to remain as classed in the Register Book with fresh record of D.S. 3.61 and to have notation of S.S. with date on completion, subject to the Special Survey being completed by March, 1962.

George S. McIntosh  
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

Notes written by (S.S.)

Wrote Own

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

Deferred for comp. SS (by 3.62)

SS 3.61, subject (ham)

MISS 4.61

TUESDAY 27 JUN 1961

Deferred for comp. SS

(subject (ham))

Deliberate subject  
re fashion plate

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4 2320-484110-841110



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR POSTPONEMENT OF SPECIAL SURVEY			
Items	Now Examined YES NO or NONE	Now Examined Internally	
		Tanks	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes
Rudder lifted	No	A.P. "	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel)	(No 7 for Sp. Survey) Nos. 1, 3, 4, 5
Hatchways, Covers, closing and securing appliances	Yes	Cofferdams	(No 1, 4, part for General Exam.)
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No
Holds (all)	Yes	Deep Tanks	No
Tween Decks	None	Oil Fuel Bunkers and Settling Tanks	No
Fore Peak Spaces	Yes	Side Tanks	No
After "	Yes	Wing Tanks	No
Engine Space	Yes	Other Tanks	No
Boiler	Yes	Cargo Tanks (Tankers)	No
Under Engines and Boilers	No	Cofferdams	No
Tunnel and Well	None	Pump Rooms	Yes
Coal Bunkers	Yes	Have Tanks now Examined been Cleaned as Necessary?	Yes
Chain Locker	—	Have Struts in Cargo Tanks (of Tankers) been removed?	Yes
Other Spaces	—	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 (Machy, Space)  
Have the bilges been cleaned out and examined? Yes  
Has steelwork had rust removed and afterwards been recoated as necessary? No  
Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Annual  
Has a Load Line Survey been held? Yes If so, state which Not required  
Have the shell and deck plating been drilled as per Rule? No If so, report details in body of Report.  
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—

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
" " in way of side scuttles	Not examined	Cement or Asphalt	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good
Decks	Good	Hatches and closing appliances	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good
Coamings and Casings	Good	Companionways and Skylights	Not examined
Beams and Fastenings	Good	Shell Openings	None
Frames	Good	Ash Shoots	Efficient
Reverse Frames (Part examnd.)	None	Overboard Discharges and Scuppers	Efficient
Longitudinals	None	Freeing ports	Good
Transverses (Part examined)	Good	Steering Gear (Main and Auxiliary) examined and found	Good
Floors (Part examined)	Good	Windlass examined and found	Efficient
Keelsons (Part examined)	Good	Pumps	Not examined
Stringers (Part examined)	Good	W.T. Doors	Not examined
Inner Bottom Plating (Part examnd.)	Good		
Bulkheads and Tunnel (Part examnd.)	Good		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A) Yes (B) No See Below  
REMARKS, REPAIRS, Etc. (Contd.) D.B. (p&s) No 5 D.B. (s.s. only).  
Anchors and Cables were examined and Cables calibrated.  
The request of the Owners Superintendent that these items be counted as Commencement of the Committee.  
Special Survey is in my opinion a reasonable one which merits the favourable consideration of the Committee.  
Repairs, (Wear and Tear)  
Now Done:— Approx. 100 rivets renewed in way of shell of No 1 D.B. tank (p&s)  
Approx. 30 rivets renewed in way of shell of No 4 D.B. tank (p&s)  
Bilge check in No 5 D.B. tank top (s.s.) cropped and renewed.  
No. 5 D.B. tank starboard satisfactorily tested on completion of repairs.  
Sp. Attendance

15 MAY 1961  
From LONDON

Survey Fee (25% of Sp. S.) & 37-10-0  
Cargo Handling & 34-0-0  
Special Damage or Repair Fee (if any)  
Travelling Expenses (if chargeable)

Rpt. Contn. Sheet First  
Port of B I L B A O

Continuation of Ship/Mchy. Report No. 13065 dated 2nd May, 1961

on the S.S./M.S. "RUSHWOOD"

Quadrennial Cargo Handling Gear Examn:— carried out. All parts of gear opened out and examined. 10 span chains and 5 cargo lifting chains annealed.  
Tested additional "St. Lawrence" seaway derrick boom, (p&s) at Focsle Front to S.W.L. of 2.5 cwts.

Conditions of Class:— Drydocking (grounding) - Special Survey partly held. 15 Fathoms of chain cable to be supplied at earliest opportunity.  
1/ Ship drydocked at this time see groundings 1 and 2  
2/ The Owners superintendent stated that 15 fathoms of chain cable had been fitted at Philadelphia P.A. on 19-12-60. The cable was checked against Certificate at this time and found satisfactory. (See Rpt. 8 Equipment attached)

Appendix to S.R.L.:— Drain and testing arrangements of four O.F. settling tanks to be modified at owners convenience. Indented shell plating (port and starboard).  
Owners superintendent stated nothing was to be done at this time in connection with the drain and testing arrangements of four O.F. settling tanks.  
Indented shell plates examined and found to remain efficient meantime.

George S. McDuck



on the S.S./M.S. "RUSHWOOD"

Forward Boiler:- All plain and stay tubes renewed in port wing and starbd. wing boxes. Renewed 12 c.c. back stays.

All c.c. girder stays removed, wastage on c.c. tops made good with E.W. and rivets renewed as found necessary.

Boilers afterwards examined under hydraulic pressure 220 lb/sq.in. and under steam and found in order.

Aft Ballast pump:- Water end renewed.

D.W. L.P. turbine rotor removed ashore to Wallsend Slipway and Engineering Co.Ltd., reconditioned and refitted. (Report 10 attached).

R.L.

Alcan coupling removed ashore, opened up for examination of vane fractures.

11 fractures (5) found slightly extended.

These 5 vanes have now been repaired by Metalock.

It is considered that this repair should be re-examined before the end of January 1961.

It is considered efficient in the meantime.

On completion of repairs, the main and auxiliary machinery were examined under working conditions alongside the quay with satisfactory results.

SRL - Inboard dynamo cylinder dent  
with Ltr. 19/2/60

*J. W. Walker*



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RPT 8(Eq) (EQUIPMENT)

To be securely attached to

SHIP'S NAME Rushwood

REPORT BILBAO

No. 13065

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

### ANCHORS

Number of Certificate	Anchors	Weight Ex Stock			Weight of Stock			Tons	Test per Certificate			Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts. or	qrs. Kilogs	lbs.	Cwts. or	qrs. Kilogs	lbs.		Cwts. or	qrs. Kilogs	lbs.	Cwts. or	qrs. Kilogs	lbs.			
	Collective Weight																
	Stream																

### CHAIN CABLES

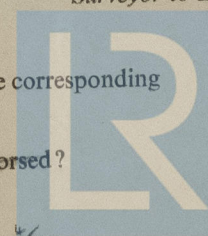
Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable						Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied			Rule			Length	Diam.			
					Cwts. or	qrs. Kilogs	lbs.	Cwts. or	qrs. Kilogs	lbs.					
No 8556	Fathoms or Metres	Ins. or M/ms	Tons or Kilogs	Tons or Kilogs	Cwts. or	qrs. Kilogs	lbs.	Cwts. or	qrs. Kilogs	lbs.	Fathoms or Metres	Ins. or M/ms	Stud Link	Baltimore Chain & anchors.	P H I 19-12-60 ERW
	15	2 1/4						37 7/8	-	-	15	2 1/4			

*George S. McIntosh*

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?



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