

21 OCT 1957

No. 63482

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18/10/57 19... When handed in at Local Office... 19... Port of HULL.

No. in Reg. Book 11009 Survey held at HULL. Date, First Survey 1/10/57 Last Survey 7/10/57 19...
on the XXXXXX Steel S.Sc. M.S. "FRIARGATE" (No. of Visits Two)

TONNAGE:— Built at Goole. By whom Goole S.B. & Rep.Co.Ltd. When 1935 MONTH 3
GROSS 246 Owners Hull Gates Shipping Co.Ltd. Owners' Address -
UNDER DK. - Managers Craggs & Jenkin, Ltd. (if not already recorded in Appendix to Register Book)
NET 116 Port belonging to Hull.

Surveyed Afloat or in Dry Dock? Drydock. Name of Dock Brown's Drydock. Destined Voyage -

Cell DBor 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. 629TH Port HULL GMS

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 any 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.

offered, not required.

Was a damage report made by anyone else? if so, by whom? Yes, U.W. Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE FOR Damages, Docking and Annual Load Line.

DAMAGES stated to have been sustained by - (1) vessel grounding in River Tay 9/10/56, and (2) vessel ranging at Redcar Jetty 25/8/57.

NOW DONE:- Vessel placed in drydock. Shell plating, sternframe and rudder cleaned and examined.

FOUND (1). Keel plate No.1 from for'd. in way of Fore peak tank scrubbed.

Keel plates No.1 & 2 from aft. slightly indented.

A number of rivets in forward keel plates and in adjacent "A" strake plating (P. & S.) slightly scrubbed.

Shell plate B.5 from aft. (p.s.) indented in 3 frames/spaces.

Rudder locking pintle found slack.

(Rudder and sternframe and rudder stock specially examined and found satisfactory).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	1 part doubled.							(P.I.O.)
Removed and Fair'd or Repaired	-	-	-	-	-	-	-	See Report.
Fair'd or Repaired in place	2							

PRESENT CONDITION OF THE Parts now examined:-

Decks	Good.	Bulkheads	-	Engine Room Skylights	Good.	Copper, or Y.M.	-
Caulking of Decks	Good.	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
Coamings	Good.	Cement or Asphalt	-	Oil Bunkers	-	When fitted, Month	-
Beams & Fastenings	-	Rudder	Good.	Scuppers	Good.	Boats	-
Outside Plating	Good.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	Masts, Yards, &c.	Good.
" " in way of sidelights	-	Windlass	Good.	Hatches	Good.	Condition, how ascertained	From dk.
Frames	-	Have pumps been examined and found efficient?	-	Planking	-	(State if wedges removed.)	-
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	C
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Anchors, No. of	2B 1S
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	-	Breasthooks & Stemson	-	Cables (State if now ranged)	Not.
Floors	-	Have the Tanks been examined internally? No.	-	Transoms, Pointers & Crutches	-	" length stated mean diam.	(on board.)
Keelsons	-	Have the Tanks been tested? No.	-	Timbers of Frame at openings	-	" Rule length	complete size
Stringers	-	Air and Sounding Pipes Above Dk. Good.	-	" " at other places	-	Chain Locker	-
Inner Bottom Plating	-	Doubling Plates under Sounding Pipes	-	Stringers, Clamps & Shelves	-	Hawsers & Warps	Sufficient.
Have the Tanks been examined internally? No.	-		-	Salting	-	Standing and Running Rigging	Efficient.
Have the Tanks been tested? No.	-		-	State if examined	-	Sails	-

General Observations, Opinion as to Class, Recommendation, &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, so far as now surveyed is in efficient condition and eligible in my opinion to remain as classed with fresh record of DS 10.57 subject to set in and indented shell plates C.3, D.4 and D.5 from for'd (p.s.) and F.2 and F.3 from aft. (p.s.) being specially examined and dealt with as necessary at the next drydocking.

Survey Fee (per Section 23)	£	:	:	Fees applied for,	
Special Damage & Repair Fee (if any)	(1) £ 8	:	8	19	
(per Section 23)	(2) 5	:	5	0	
Travelling Expenses (if chargeable)	£	:	4	0	19
Second Surveyor's Fee (if any)	£	:	:		

Committee's Minute

Character Assigned

THURSDAY - 7 NOV 1957

DS 10.57, subject (h.m.)
(with Endmr.)

TS 10.57

Surveyor to Lloyd's Register of Shipping



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Lloyd's Register Foundation

012096-012101-0119 1/2

FOUND (2). Shell plate D.4 & D.5 from for'd. (p.s.) slightly set in at forward end.

Shell plate C.3 from for'd. (p.s.) indented between frames.

Shell plate D.6 from for'd. (p.s.) indented between frames and seam and frame/ rivets in way started.

Shell plates F.2 & F.3 from aft. (p.s.). (1st below poop sheer) set in and indented.

The Owners Superintendent requested, owing to vessel's Commitments, that only necessary repairs be effected at this time, and that the remaining damage be deferred until a later date. This request in my opinion merits favourable consideration.

(1) No.1 Keel plate from forward fitted with welded fabricated shoe plate at stem rebate.

Shell plate B.5 from aft. (p.s.) faired in place.

Scrubbed rivets in forward keel plates and adjacent "A" strake
plating overhauled and made good.

Rudder locking pintle renewed.

(2). Shell plate D.6 from for'd. released and faired in place and all started rivets in way renewed.

Repairs satisfactorily hose tested on completion.

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

[illegible]

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

[illegible]

(1). The indents in keel plates No.1 & 2 from aft. are of a minor nature and in my opinion repairs may be deferred to Owners' Convenience; Endorsement (Cat.B).

(2). Set in and indented shell plates C.3, D.4 & D.5 from for'd.(p.s.) and F.2 and F.3 from aft. (p.s.) specially examined and considered to remain efficient meantime. It is recommended that these items be specially examined and dealt with as necessary at the next drydocking; Condition of Class (Cat.A).

(Please see Cont.sheet No.2).

Port of H U L L.

Continuation of Ship/~~MEX~~ Report No. 63482

Continuation of Report No.

dated

7/10/57.

~~on the~~

on the ~~SS~~/M.S.

"FRIARGATE"

NOW DONE FOR CONDITION:- Vessel in drydock. Shell plating, stern frame and rudder cleaned, examined, found or placed in efficient condition and recoated.

Decks, casings, coamings, hatchways, air pipes, ventilators, all closing and securing appliances, windlass and steering gear (rod and chain) examined and found or made satisfactory.

ANNUAL LOAD LINE SURVEY carried out and reported on Form C11(a).

Hatch end rest bar at aft. end No.1 hatchway renewed.

One hatch beam at aft. end No.1 hatch way renewed.

Sundry other minor wear and tear repairs effected.

Interim certificate issued, copy attached.