

Rpt. 8

DISCLOSED SECTION

Port HAMBURG

No. 1776

Date of writing Report 7.9.59

When handed in at Local Office

Received London

Survey held at HAMBURG

No. of Visits 7

First Date 16.3.1959

Last Date 3.8.1959

# 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.

03741

on the Iron or Steel S.S. M.S.

"BELLATRIX"

Tons gross 4075

Built at Port Glasgow

By Whom Lithgows Ltd.

Year 1934 Month 5

Owners "Orion" Schiff Ges. Reith & Co.

Owners' address (If not already in R.B.)

Managers

Port of Registry Hamburg

Surveyed Afloat or in Drydock afloat

Name of Dock Stülckenwerft

Date of last examn. in Drydock

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

Last Report: No. 4131 To be filled in at Head Office.

Port Hamburg

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 in 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 plates are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
100	A1	LMC	7/58
SS	2/54	BS M	7/58
Dkg.	12/58	A	4/58
		TS CL	6/56
		Sps.	2/54

see Report 6726 dated 5.8.58  
see also Hamburg letter 11.8.59 and Sec. letter dated 20.8.59.

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 ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR ADVANCEMENT OF SPECIAL SURVEY

For the information of the Committee

Items examined at this time

- Lower oil fuel bunker (starboard)
- Bridge deck plating abreast boiler casing (port)
- Transom space
- Fore peak tank
- No. 2 D.B. tanks p&s
- Dry tank in E.R. p&s
- No. 3 D.B. tanks p&s
- No. 4 D.B. tanks p&s
- No. 5 D.B. tanks p&s

the above items

Item 1) The lower oil fuel bunker (starboard) was found to be in satisfactory condition.

Item 2) The bridge deck plating abreast boiler casing (port) was drilled and one plate in 2nd strake outboard of casing was renewed.

The above two items could be credited for the Special Survey.

CONTINUATION OVER NEXT SHEET 2

CHARACTER OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Moved and Faired or Repaired								
Removed or Repaired in place								

Survey also been held on machinery of the Ship NO

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

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

Has Interim Certificate been issued? NO

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".

For the Information of the Committee

Rockham & Bentley  
Surveyors to Lloyd's Register of Shipping

Date of Committee

THURSDAY 22 OCT 1959

Minute

Noted

(Class expunged - reported defects 59)

See Class Minute 14/8/59



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

pt. 9a

Port of H A M B U R G

Continuation of Report No.

dated 7. 9. 59

on the

S.S. "BELLATRIX"

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The recommendation made in respect of the remainder of the above items was as follows:

3) Transom Space

Recommended:- Shell and frame riveting excessively corroded - to be completely renewed.

Beam knees p&s in way of ford. frame wasted - to be renewed.

Centreline cant web aft wasted thro' - to be renewed.

The two cant frames on each side of centreline cant web excessively thin - to be renewed.

The 2nd frame from ford. end of tank p&s wasted - to be reinforced with 7 cm x 7 cm angle reverse frame.

The top flange of ford. vertical floor corroded and pitted - to be doubled.

The top flange of after vertical floor wasted thro' - to be cropped and renewed.

The 3rd vertical floor from aft wasted - to be doubled over lower half.

4) Fore Peak Tank

It had previously been recommended that the stringers in this tank be scaled for examination. This had not been done when the tank was offered for survey.

Recommended:- Scaling of stringers.

5) No. 2 D.B. Tanks (p&s)

Recommended:- Tank top plating of No. 2 D.B. in way of boiler room found thin - to be renewed or doubled (p&s).

6) Dry D.B. Tank in E.R. (port side)

Recommended:-

Ford. space:- End brackets of longitudinals to tank end - flanges to double.

Margin brackets - to be doubled on flanges.

Forward vertical floor wasted thro' - to be renewed.

2nd space from ford.

1st margin bkt. - flange to crop and renew.

2nd margin bkt. - flange to double.

Vertical channel stanchions on the two outboard longitudinals wasted thro' - to be renewed.

Remainder to have flanges doubled.

After space

2nd floor from forward wasted thro' - outboard portion of floor to renew from the 3rd longitudinal space from centre girder.

Manholes in remaining section of vertical floor to be reinforced with welded F.B.

The flanges of all longitudinal end bkts. to tank end to double.

The margin bkt. in the space to be doubled on flange.

Dry D.B. Tank in E.R. (starbd. side)

Ford. space

1st, 2nd and 3rd longitudinal end bkts. to tank end - to double on flanges.

The two margin brackets wasted thro' - to be renewed.

2nd space from ford.

Vertical channel stanchions No. 2 from outboard - flanges to crop and renew.

No. 3 from outboard - flanges to double.

The flanges of the margin bkts. - to be cropped and renewed.

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
Tween Decks		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 Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers				
Chain Locker		Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		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?

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

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

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

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected?

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	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee DM 400.--

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable) DM 60.--

Ha 950

28/8

1,655. T. (MADE AND PRINTED IN ENGLAND.)

S.S. "BELLATRIX"

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The manholes in the vertical floor to be reinforced with welded F.B.  
 After space

The after floor - to be fitted with additional bulb plate stiffeners.

The manholes in vertical floor - to be reinforced with welded F.B.

The flour outboard longitudinal bkts. to tank end to be doubled on flanges.

7) No. 3 F.W. D.B. Tanks in E.R. (p&s)

The tank top plating inside tank had been scaled for examination but it was apparent that heavy scale was present on internal structure under the cement wash.

It was recommended that the remainder of this tank be scaled for examination.

It was observed that the air pipe to the starbd. tank was wasted into holes immediately above the tank top level.

8) No. 4 D.B. Tank (port side)

Recommended:- The rivet heads in top angle of centre girder to tank top plating excessively corroded - rivets to renew.

The rivet heads in the butts of tank top centre strake plating excessively corroded - rivets to renew.

The tank top plating was wasted into holes at the ford. end of tank and it was requested that the wood ceiling and bilge limbers be lifted to enable the tank top plating and margin plate to be thoroughly examined and drilled as found necessary.

No. 4 D.B. Tank (starboard side)Ford. space

The tank top plating at fore end of tank also wasted into holes - wood ceiling to lift for examination and drilling of tank top plating.

Cement to lift in way of margin bkt. bottom angles and vertical flanges of angles - to crop and renew.

Bkts. of longitudinals to fore end of tank 2nd, 3rd and 4th from outbd. - to renew.

3rd bottom longitudinal (from outbd.) wasted thro' - to be renewed.

3rd and 4th top longitudinals (from outbd.) wasted thro' - to be renewed.

Remainder of top and bottom longitudinals to reinforce with 7 cm x 7 cm angle backbars.

2nd space from ford.

4th top longitudinal (from outbd.) wasted thro' - to be renewed.

Remainder of top and bottom longitudinals to reinforce with 7 cm x 7 cm angle backbars.

Cement to be removed in way of heavy keel indent.

Generally in this tank

All the vertical floor stiffeners were found wasted and it was recommended that bulb plate stiffeners be fitted in addition on the reverse side of floors (similar to those fitted in dry D.B. tank).

The centre girder top angle rivets to tank top were found badly wasted and renewal was recommended.

The rivet heads in the longitudinal seam of centre strake of tank top plating to next outboard strake were also found badly wasted and renewal was recommended.

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The rivets in the butts of plating in way of centre strake of tank top plating also recommended for renewal.

9) No. 5 D.B. Tank (port side)

Recommended:- The rivet heads in the top angle of centre girder to tank top, also the rivet heads in the seams of tank top plating badly wasted - to be renewed.

The hold ceiling and bilge limbers to be lifted for examination of tank top plating and margin plate.

The tunnel side for 12" above tank top to be scaled for examination.

No. 5 D.B. Tank (starbd. side)

The rivet heads in the top angle of centre girder to tank top to be renewed.

Hold ceiling and bilge limbers to be lifted for examination of tank top plating and margin plate.

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Deferred repairs (recommended in report 6726) known to have been carried out:-

The upper deck plating in 1st strake inboard of stringer (p&s) was renewed, in 15 mm plate for the length of the after well.

The bridge deck stringer plate abreast casing at after end was renewed on the starboard side only.

(Owners refused to renew port side stringer plate).



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