

22 OCT 1962

Ship's Name ~~SS~~/MS "IRVINGDALE I" Gross tons 8454

Is there a rpt. 9? Yes Port SAINT JOHN, N.B. Rpt. No. 3002

No. of visits 4 First date September 29 Last date October 11, 1962

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 2945 ~~2945~~

Date of completing rpt. October 16/62 Surveyed at, if different from Port above

Surveyed afloat and/or in D.D. Afloat and D.Dk. Last date of examination in D.D. 8/61

Has a Load Line Survey been held? Annual Load Line Survey held Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees

Damage fee

Expenses

\$75.00

\$90.00

\$15.00

S.A. fee

I have surveyed the above ship in accordance with the Rules for ANNUAL DOCKING SURVEY and

DAMAGE alleged sustained by encountering ice while on a voyage from Saint John, N.B. to St. John's, and Fortune, Newfoundland during May, 1962.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

DAMAGE:- Upon examination found -Shell Plating in way of Forepeak

<u>Port Side</u>	<u>"E" Strake</u>	Nos. 1 and 2 plates wavy and slightly set in between frames.
	<u>"F" Strake</u>	No. 1 plate wavy and slightly set in between frames.
	<u>"G" Strake</u>	Nos. 1 and 2 plates wavy and slightly set in between frames.
<u>Stbd. Side</u>	<u>"E" Strake</u>	No. 1 plate wavy and slightly set in between frames fwd. end.
	<u>"F" Strake</u>	No. 1 plate wavy and slightly set in between frames fwd. end.
	<u>"G" Strake</u>	No. 1 plate wavy and slightly set in between frames fwd. end.

Several rivets and seams weeping slightly in way of the above damage.

The Owners requested that permanent repairs be deferred meantime, due to the commitments of the vessel. Temporary repairs were effected and the structure is in efficient condition. The Owners request is submitted and in my opinion merits favourable consideration.

Temporary Repairs (see overleaf)

I recommend that this ship remain as classed with/without fresh record of dry docking 10/62, subject to indented and wavy shell plating forward in way El, 2; Fl and Gl & 2 p.s. and El, Fl and Gl s.s. being specially examined and dealt with as necessary at the next drydocking.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

THURSDAY 15 NOV 1962

SS. 10.62 Subject (hmm)

SS (Dr.) 9.61 CSM. 10.62

Lloyd's Register Foundation

013627-013631-0180 1/2

ALSO FOR

SPL FOR

TRO

SR

POSTING

HEADER

CERT

15.11.62

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

TEMPORARY REPAIRS NOW DONE:

Shell Plating, Port and Stbd. - Approx. 190 rivets, port side, and 200 stbd. side caulked and welded, also plate seams caulked and welded in way of set in plates E1, 2, F1 and G1 and 2.

Internals in Forepeak - Plate and angle stiffeners fitted between 6 frame spaces, port side in way of "F" strake between Nos. 1 and 2 stringers (from top).

Plate and angle stiffeners fitted between 5 frame spaces, port and stbd. sides in way of "E" strake between Nos. 2 and 3 stringers (from top).

Channel bar fitted athwartships at 3rd frame from forward.

One fractured frame port side welded and strapped.

Two forward frame spaces fitted with cement between floors.

Upon completion, fore peak tested with satisfactory results.

REPAIRS WEAR AND TEAR:

Bottom Shell Plating - Approx. 600 rivets caulked or welded and miscellaneous seams caulked or welded throughout all cargo tanks.

Side Shell - Stbd. - Approx. 20 rivets caulked and welded in way Nos. 6 and 7 cargo tanks.

Bilge "E" Strake, No. 4 plate, port side - Approx. 40 rivets caulked and welded.

"C" strake Stbd. Side Amidships - Doubling plate approx. 3'4" wide by 15" long fitted and welded to forward end of existing strength doubler in way of local wasted plating.

Stembar forefoot approx. 45 rivets, port and stbd., caulked and welded, and plate landing edges built up with E.W.

Bilge keel, port side - approx. 35 ft. fore end removed where damaged and not replaced at Owners request. Also bilge cut out at 4 locations, p & s., where wasted and fractured in way of rivetted butts of bilge plating and ends rounded off.

A few other minor repairs also effected at this time.

Tanks tested in way of repairs with satisfactory results.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Lloyd's Register
Foundation

Rpt. 8 (P.S.) TANKER

Ship's Name ~~SSMS~~

"IRVINGDALE I"

S.S. (type "D") Due 9/65

Port SAINT JOHN, N.B. Rpt. No. 3002

	Examined & condition		Examined & condition
In dry dock from	2/10/62	* Hatchways	Good
" " " to	9/10/62	* Ventilators	Good
Shell plating	Efficient	* Air & sounding pipes	Part exd., Good
Sternframe	Good	Doublers under sounding pipes	Not exd.
Rudder	Good	Steering arrangements (main)	Good
Was rudder lifted?	No	" " (aux)	Good
Plating, etc. in way of shell openings	Good	Windlass	Good
Side scuttles & deadlights	Good	Masts & rigging	Good (from deck)
Overbd. scuppers & discharges	Good	Hand pumps & suction	-
Cargo Hold	Good	W.T. doors	Good
F.P. spaces	Good	Bulwarks, freeing ports, etc.	Good
Chain locker	Good	Summer freeboard as verified	6 ft. 8½ ins. ✓
A.P. spaces	Not exd.	<u>EQUIPMENT:</u>	
Engine space	Not exd.	Equipment letter	c + ✓
Boiler space	Not exd.	Anchors: No. on board	3 bower, 1 stream
Under E. & B.	Not exd.	State if ranged	Yes
Coal bunker	-	Length on board	300 fms.
Tunnel & well	Not exd.	Mean dias. range from	2-7/16 to ✓
Cement, asphalt, etc., on btm. shell	Not exd.	Rule length	300 fms. Dia. 2-7/16" ✓
Weather decks	Good	Mooring ropes	Sufficient
* Casings	Good	Other items:	
* Deckhouses	Good		
* Superstructures	Good		
* Skylights	Good		
* Companionways	Good		

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
Efficient		F.P. Tank	Good	
		A.P. Tank		
		Deep Tank No. 1		
		" " No. 2		

For other tanks see overleaf

* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS".