

Rpt. 8

Port: KOBE

No. 8595

-6. FEB. 1961

Date of writing Report 13th Jan., 1961

When headed by at Local Office: JAN 25 1961

Received London

Survey held at: Osaka

No. of Visits: 8

First Date: 23rd Dec., 1960

Last Date: 30th Dec., 1960

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. 56699 on the ~~Troyon~~ Steel ~~2KS~~ S.S. "CHINA FIR" Tons gross 5450
 Built at Sld By Whom W. Pickergill & Sons Ltd. When 1937 Year Month 9
 Owners Hongkong Fir Shipping Co., Ltd. Owners' address (If not already in R.B.)
 Managers Fir Line Ltd. Port of Registry Hong Kong

WRECK SECTION

No.

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No.

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

Last Report: No. 4775 Port: Sld

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 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 Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 with freeboard	+IMC Engine 2,56 Boiler M 3,60 A 3,60 Tailshaft CL 1,60 Steam pipes 2,56
SS 2,56	
DS 1,60	

See dates and references to any letters relating to this Report: Cable London dated 19th Dec., 1960.

Where 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: Yes, Master
 London Salvage Rpt No. LA-67981 attached. Was a damage report made by anyone else? If so, by whom? Not known

EXAMINATION AND REPAIRS AS PER RULE FOR General Examination for Postponement of Special Survey 'C' due 2,60 (Vessel 23 1/4 years old) and Damages stated to have been caused by:-

-) Grounding at Belawan on 17th July, 1960.
-) Heavy weather Mormugao/Osaka, between the 7th and 18th December, 1960.

Repairs Now Done for Damages:-

- Shell Started and loose rivets in bilge keel shell bar also tank margin bar in way of shell plates E19, 20 and 21 (port) from aft now renewed. (217 rivets)
- Holed shell plate E19 (from aft) doubled and striking pad fitted in way of sounding pipe. On completion of repairs Nos. 2 & 2A D.B. tank were tested also bilge were hose tested and found satisfactory.
- Slack rudder and stock removed ashore, heel pintle bush missing now renewed as per sketch attached. Eccentrically grooved heel gudgeon built up with welding and machined true, sternframe alignment checked. On completion of repairs, rudder was swung in dry dock.

A satisfactory general examination in dry dock in accordance with Circular 1959 and the Secretary's letters and cables have been carried out at this time and it is recommended that the Owners request for postponement of Special Survey until 4,61 receives the favourable consideration of the Committee.

CONTINUATION OVER/TO SHEET 200X

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

Has a Survey also been held on machinery of the Ship? YES, NOW.
 Is Classification Certificate required? If so, to be sent to No
 Has Interim Certificate been issued? Yes, B-68113 copy attached.

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 vessel so far as now seen is eligible in my opinion to continue as classed with fresh record of dry docking 12,60, subject to shell plate K5 (s.s.) also defective frame rivets in frames 78 and 79 in way of aux. condenser (port) be specially examined and dealt with as necessary next Special Survey.

R. Brown
 Surveyor to Lloyd's Register of Shipping
 R. Brown

TUESDAY 14 MAR 1961

Date of Committee Minute

Deferred for SS - (further postponement until 3.61 approved) and DS 12.60 subject to 4.61 (see copy)

Noted for Reader



TABLE 1

for Postponement of S.S. due 2,60

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR General Examination/ & Damage, Docking SURVEY

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	Yes	No
Rudder lifted	Yes	A.P. "	Yes	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No. 2A and 3 only	No. 2 and 2A only
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks		
Hold	Yes	Oil Fuel Bunkers and Settling Tanks		
"Tween Decks	Yes	Side Tanks	No	
Fore Peak Spaces	No	Wing Tanks		
After " "	No	Other Tanks		
Engine Space	Yes	Cargo Tanks (Tankers)		
Boiler " "	Yes	Cofferdams		
Under Engines and Boilers	No	Pump Rooms		
Tunnel and Well	None			
Coal Bunkers	No			
Chain Locker	-			
Other Spaces	-			
			Have Tanks now Examined been Cleaned as Necessary?	Yes
			Have Strums in Cargo Tanks (of Tankers) been removed?	Not applicable
			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? No

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? Not applicable

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	Not Exd.	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 and closing appliances	Good	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	at ✓
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B, 1S	Condition Not Ex
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Not rang
Transverses	Good	Steering Gear (Main and Auxiliary)	Good	" length (on board)	mean diam.
Floors	Good	examined and found	Good	" Rule Length	Size
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Good	Pumps " " "	Good	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Good	W.T. Doors " " "	Not Exd.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below (No. 178)

REMARKS, REPAIRS, Etc. (Contd.) Condition of Class (A) (S.R.L.'s No. 178)
 Shell plates K5 (s.s.) also defective frame rivets in frame numbers 78 and 79 in wa
 Aux. condenser in engine room (port) to be specially examined and dealt with as necessary next dry docking
 been examined and found efficient and it is submitted that these item be dealt with by next Special Survey.
 Dry Docking (grounding) also holed shell plate in way of No.3 hold (p.s.a.) to be specially examined and dea
 with by next dry docking have been dealt with at this time.

NOTE:— Due to the work effected to rudder, etc., it is recommended that the rudder be credited to Special Survey now due.

Survey Fee 05 £ 10-0-0
 G.E. for postpone of S.S. 60-15-0
 Special Damage or Repair Fee (if any) 24-0-0
 Special Attend. Fee 20-0-0
 Travelling Expenses (if chargeable) 10-0-0

Second Surveyor's Fee (if any)
 Date when A/c. Rendered JAN 25 1960
 Lloyd's Register Foundation

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