

Rpt. 8

Date of writing Report 14th July, 1959

Port COLOMBO.

No. 4448

When handed in at Local Office

Received London

Survey held at COLOMBO.

No. of Visits FOUR

First Date 26th 6 / 19 59

Last Date 8th / 7 / 19 59

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.

59103

S.S.

on the Iron or Steel

"EFFIGYNY"

At Amble

By Whom Amble S.B. Co.Ltd.

Tons gross 871

Year 1924

Month 6

Owners Ambassador Steamships Ltd.

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

F. Collis & Co.Ltd.

Port of Registry BOMBAY

Afloat or in Drydock Both

Name of Dock Colombo Graving Dock

Date of last examn. in Drydock

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

Last Report No. 4381

Port Colombo

to be filled in at Head Office.

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

Repairs 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 fully 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 lifted 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, either 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, should be summarised in the form below. When, at a Special Survey, the Shell and Decking 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.

London letter to Owner dated 12/3/59

dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery
Date of Special and of Drydocking Surveys, etc.		
+100A1	01	+LMC Engine 2/59
Dkg.	01 6/58	M Boiler 2/59
SSCbo	01 4/55	CL Tail shaft 12/56
(Dr)	01 10/50	Steam pipes 2/59

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. SEE DAMAGE

REPORT No. G.3155 ATTACHED.

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 COMMENCEMENT OF SPECIAL SURVEY (Vessel examined in drydock)

FIND Main and superstructure decks, shell and keel plates found from visual examination generally thin, due to deep pitting and corrosion.

Starboard side shell plate, 3rd from for'd in A strake holed locally about 3 inches diameter between frames Nos.56 and 57 in way of No.1 hold.

Bulkhead between Nos.1 and 2 holds, holed locally over an area of 6 inches x 6 inches at the port side at a height of approximately 5 feet from bottom of bulkhead.

No.1 hold bilge suction pipe port side fractured at the junction of the last two lengths at a position about 5 feet above the strum.

Main deck wasted through at the starboard side of No.2 hatch for the full length of hatch.

Poop deck holed locally about 2 inches diameter at the starboard side in way of the starboard oil fuel tank top.

RECOMMENDED

Main and superstructure decks, shell and keel plates be drill tested now.

The Owner stated that due to financial difficulties, he was unable to carry out the recommendations and after completing the following temporary repairs the

CONTINUATION 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 Fair'd or Repaired								
Replaced 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.

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

Has Interim Certificate been issued? Yes.

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, is eligible to obtain a fresh record of docking 7,59 subject to all wasted deck, shell and keel plates being drill tested now and to any other outstanding conditions of class being dealt with as previously recommended.

R.L. item in respect of worn shell plates 6 & 7 (psf) in 1st strake below sheer, not dealt with at this time due to Owners stated financial difficulties.

R.L. item in respect of renewal of Bower anchor not dealt with at this time due to Owners stated financial difficulties.

Surveyor to Lloyd's Register of Shipping

Valid for 12 months

FRIDAY 21 AUG 1959

TUESDAY 26 JAN 1960

Minute

Cable Cho

Noted for Header

30m.4,57

NOTED FOR HOISTING

Amend notation to "to be broken up - class suspended 8,59" 002853-002857-0145/2

TABLE 1

Items	SPECIAL SURVEY	
	Now Examined YES NO or NONE	Tanks
Shell plating, sternframe and rudder-cleaned, examined and recoated in drydock	Yes.	F.P. Tank
Rudder lifted	No	A.P. "
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams
Hatchways, Covers, closing and securing appliances	Yes	
Ventilator coamings, skylights, companionways and closing appliances	Yes	
Hold	No Except in way of No.1 Hold Damage.	Fresh Water Tanks
Tween Decks	No	Deep Tanks
Fore Peak Spaces	No	Oil Fuel Bunkers and Settling Tanks
After "	No	Side Tanks
Engine Space	No	Wing Tanks
Boiler	No	Other Tanks
Under Engines and Boilers	No	Cargo Tanks (Tankers)
Tunnel and Well	No	Cofferdams
Coal Bunkers	None	Pump Rooms
Chain Locker	No	
Other Spaces		

Have the spaces now surveyed been cleared and cleaned as necessary? **No**

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? **No**

Has steelwork had rust removed and afterwards been recoated as necessary? **No (Shell & Keel lightly scraped and re-coated)**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **None.**

Has a Load Line Survey been held? **No** If so, state which

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	Generally thin.
" " in way of side scuttles	Good but rudder pintle clearances not taken.
Rudder and Sternframe	Generally thin.
Decks	Generally thin.
Superstructures and their closing appliances	Generally thin.
Coamings and Casings	Not Examined thin.
Beams and Fastenings	-do-
Frames	-do-
Reverse Frames	-do-
Longitudinals	-do-
Transverses	-do-
Floors	-do-
Keelsons	-do-
Stringers	-do-
Inner Bottom Plating	None
Bulkheads and Tunnel	Not Examined.
Ceiling and Cargo Battens	Not Examined.
Cement or Asphalt	-do-
Cargo and other Hatchways	Generally pitted
Hatches and closing appliances	Generally thin.
Ventilators, their coamings and closing appliances	Generally thin.
Companionways and Skylights	-do-
Shell Openings	Good
Ash Shoots	-do-
Overboard Discharges and Scuppers	Not Examined
Freeing ports	-do-
Steering Gear (Main and Auxiliary) examined and found	-do-
Windlass examined and found	-do-
Pumps	-do-
W.T. Doors	-do-
Sluice Valves examined and found	-do-
Air and Sounding Pipes	-do-
Doubling Plates under Sounding Pipes	-do-
Masts and Rigging examined and found	Rigging FROM DECK Corroded.
Condition, how ascertained (State if wedges removed)	NOT EXAMINED.
Chain Locker	NOT EXAMINED.
EQUIPMENT	
Equipment Letter	-do-
Anchors, No. of	-do-
Cables (State if now ranged and examined)	-do-
length (on board)	-do-
Rule Length	-do-
Hawsers and Warps	NOT EXAMINED
State if any Anchors or Chain Stops have now been supplied or replaced	-do-
complete Report 8(Eq) and attach	-do-

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Docking - Rs. 156.00
 Second Surveyor's Fee (if any) Rs. 180.00
 Special Damage or Repair Fee (if any) Late Fee - Rs. 100.00
 Travelling Expenses (if chargeable) Rs. 18.00
 Date when A/c. Rendered 14th July, 1959

RPT 8

Port of COLOMBO Continuation of Report No. 4448 dated 14th July, 1959 on the S.S. "EFFIGYNY"

vessel was placed afloat in Colombo harbour.

NOW DONE
 Welded doubling plates fitted over holes in the starboard side A strake between frames 56 and 57, bulkhead between Nos.1 and 2 holds and on the main deck at the starboard side of No.2 hatch.
 No.1 hold port bilge suction pipe butt welded at fracture.

DAMAGE REPAIRS
 At Owner's request attended on board whilst the vessel lay afloat on account of flooding in Nos.1 and 2 holds stated due to heavy weather encountered whilst vessel at anchorage in Colombo Roads on the 22nd June, 1959. The Owner stated that the vessel was listing alternately from Port to Starboard and the vessel sinking.

FOUND
 A considerable amount of lower hold cargo in Nos.1 and 2 holds had been removed into the tween or main deck to enable the local fire brigade to obtain access for pumping purposes. The vessel was at the time of examination listing approximately 10° to starboard. Vessels Master stated that the engine room bilge pumps could not deal with the volume of water leaking in. In consideration of the stability of the vessel the Master was advised to discharge the main deck cargo and also the tween deck cargo and with the aid of a diver attempt to find the source of leakage.
 The deck cargo was discharged and when the vessel was again visited it was found to be in an upright and stable condition. The diver reported that the source of leakage could not be found and pumping by the fire brigade was continued until all the cargo was discharged and the vessel placed in dry dock.

Upon examination in dry dock the starboard side A strake plating in way of No.1 hold, bulkhead between Nos.1 and 2 holds and the bilge suction pipe in No.1 hold were found as stated earlier in this report.

N.A. Dawson
 (N.A. DAWSON)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.