

Rpt. 8

Port Liverpool.

4 MAR 1959 151190

Date of writing Report 21. 1. 59.

When handed in at Local Office

Received London

Survey held at Birkenhead.

No. of Visits 10.

First Date 16. 12. 19. 58.

Last Date 20. 1. 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.

WRECK SECTION

No. in R.B.

83013

on the ~~Iron~~ ^{S.S.} or Steel ~~MSK~~

"TROCHISCUS"

Tons gross 10685

Built at

Portland

By Whom

Kaiser Co Inc.

When

Year 1944 Month -

Owners

Shell Petroleum Co Ltd.

Owners' address

(If not already in R.B.)

Managers

Port of Registry London

Surveyed Afloat or in Drydock

~~Drydock~~ ^{BOTH}

Name of Dock

Cammell Laird

Date of last examn. in Drydock

6. 1. 59.

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

Last Report: No.

Port

To be filled in at Head Office.

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

veys 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 early 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 could 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 | | Machinery | |
|---|------|-----------|-------|
| Date of Special and of Drydocking Surveys, etc. | | | |
| 100A1 | 3,58 | LWC CS | 1,57 |
| S.S. Bkn (Dr) | 1,57 | BS.M | 12,57 |
| carrying petroleum in bulk | | TS.OI | 11,56 |
| | | S.S. | 11,55 |

Give dates and references to any letters relating to this Report.

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 9 ft 2 3/4 ins

offered and declined

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

Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Docking, Annual Load Line Survey and Conditions of Class.

Damage, stated contact with quay wall at entrance to Cammell Laird's Basin, Birkenhead on the 7th January, 1959.

Found, abreast Nos.2 & 3 wing cargo tanks (port side).

Shell plate G7 from forward set in.

Longitudinal frames Nos.7,8,9 from deck set in with shell plate.

Bulkhead Nos.2/3 tanks :- wing plate locally buckled and

3 frame end brackets slightly buckled.

Structure specially examined with a view of deferring permanent repairs, at the request of the Owners Representative, and considered efficient until the Special Survey.

Repairs in my opinion were considered to be not necessary at this time.

Wear & Tear Repairs Effected.

(port)

Shell plate No.2 from forward in F strake/found with extensive horizontal fracture. Plate renewed ^{AND} on completion fore peak tank tested and repairs proved tight. Sternframe heel plate (starb) part cut away and slight fracture in solepiece at edge of heel plate cut out.

CONTINUATION OVER SHEET 2

| SUMMARY OF DAMAGE REPAIRS | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|--|
| Renewed | | | | | | | | On examination repairs considered to be not necessary at this time. Structure found efficient. |
| Removed and Fair'd or Repaired | | | | | | | | |
| Drilled or Repaired in place | | | | | | | | |

Has a Survey also been held on machinery of the Ship? Yes.

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

Who, is the Report sent now, or when will it be sent?

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 ship so far as now seen is in an efficient condition and in my opinion eligible to remain as classed with fresh record of D.S. 1,59 subject to permanent repairs being effected to set in shell plate G.7 etc. (p.s. forwd); and to set in and indented shell plates J6,8,14 H6,7,14 (s.s.f) and J6,8 H6,7, G6,7 (p.s.f) and set in shell plate H6 etc. (p.s.f) abreast No.2 wing tank being further examined and dealt with as found necessary at the Special Survey also to sternframe sole piece (E.W. 12,57 & 1,59) being specially examined at the next drydocking.

Appendix to S.R.L. - Items as previously recommended.

Thos J Roberts
Surveyor to Lloyd's Register of Shipping

Signature of Committed

LIVERPOOL 3-MAR 1959

Minute

AS 159 amended subject

Noted for Header

MBS 1.59

Write list to Jom.

THURSDAY 23 APR 1959

Lloyd's Register

Noted for Header

002956-002969-0232 1/4

TABLE 1

Damage, Docking, Annual Load Line

and Conditions of Class.

SURVEYS

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Table with columns: Items, Now Examined (YES/NO/NONE), Tanks, Now Examined Internally, Now Tested. Rows include Shell plating, Rudder, Weather Decks, Hatchways, Ventilator coamings, Holds, Tween Decks, Fore Peak Spaces, Engine Space, Boiler, Under Engines and Boilers, Tunnel and Well, Coal Bunkers, Chain Locker, Other Spaces, and various Tank types (F.P., A.P., D.B., Fresh Water, Deep, Oil Fuel, Side, Wing, Other, Cargo, Cofferdams, Pump Rooms).

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?
Have the bilges been cleaned out and 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? Yes. If so, state which Annual.
Have the shell and deck plating been drilled as per Rule?
Have any alterations to the approved scantlings and arrangements now been effected?
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:—

Table with columns: Part Name, Condition (Efficient, Not examd., pt. examd.). Rows include Shell plating, Rudder and Sternframe, Decks, Superstructures, Coamings and Casings, Beams and Fastenings, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, Bulkheads, Ceiling and Cargo Battens, Cement or Asphalt, Cargo and other Hatchways, Hatches and closing appliances, Ventilators, their coamings and closing appliances, Companionways and Skylights, Shell Openings, Ash Shoots, Overboard Discharges and Scuppers, Freeing ports, Steering Gear, Windlass, Pumps, W.T. Doors, Sluice Valves, Air and Sounding Pipes, Doubling Plates, Masts and Rigging, Chain Locker, Equipment Letter, Anchors, Cables, Hawser and Warps, and State if any Anchors or Chain Cable have now been supplied or retested.

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee W. & T. Rep. £16-16-0
Special Damage Fee (if any) £7-7-0
Travelling Expenses (if chargeable)
Second Surveyor's Fee (if any)
Date when A/c. Rendered

Rpt. 9a Cont. Sheet 2.

Port of Liverpool.

Continuation of Ship's Report No. 8.

Continuation of Report No.

dated 20. 1. 59.

on the

on the S.S. "TROCHISCUS"

(Continued).

efficiently welded. Part new heel plate of extended length fitted.
On completion after peak tank tested and repairs proved tight.
Shell seams (E.W.) p&s forward & found keel butt (eroded) cleaned out veed and rewelded as found necessary.

Rudder.

Locking pintle hardened up and washer under pintle nut renewed.
Few minor fractures at slots welds in rudder plating cut out and rewelded.

Windlass.

Existing gypsies removed and replaced with reconditioned gypsies (whelps built up by electrically welding). On completion windlass tried and all found in efficient working order.

Examined internally, for bulkhead fractures.

Centre cargo tanks Nos. 2, 4, 5, 6, 7.
Wing cargo tanks Nos. 4, 6, 7 (starb) and Nos. 2, 5, 6, 7 (port), and following permanent repairs effected.

No. 2 wing tank (P).

Fwd. Bulkhead:- Fracture at toe of web tripping bracket cut out veed & E.W. & local doubler fitted on foreside of bulkhead.

No. 2 Centre tank.

Forward bulkhead :- Existing doubler cut off and renewed of extended length.

Fracture veed and welded.

Web tripping bracket renewed (P).

After bulkhead :- Existing doubler cut off, fracture veed and welded and larger plate doubler fitted.

No. 4 centre tank.

After bulkhead :- 2 slight fractures cut out, veed & welded & local doublers fitted.

Longitudinal Bulkhead (Starboard).

Welded connection of bulkhead plate to forward cruciform with minor fracture - cut out, veed and rewelded.

No. 4 wing tank (Starboard)

After bulkhead :- Welding to existing doubler fractured now cut out and doubler rewelded.

No. 5 Centre tank.

Longitudinal bulkhead (Port)

Bulkhead welding to aft cruciform cut out for approx 18" and rewelded.

(Continued sheet 3).



on the S.S. ~~MMS~~ "TROCHISCUS"

(Continued).

No.6 Centre Tank.

Longitudinal bulkhead (Port) :-

Slight fracture at upper ends of 2 bottom transverse bracket connections cut out, veed and welded and existing local doublers in way extended.

Connection of bulkhead to forward cruciform fractured at bottom corrugation cut out, pad filling plate fitted and parts efficiently rewelded.

Web of after end cruciform fractured vertically - part cut away and renewed for 4'-6" length and tripping bracket in way renewed.

Bottom centre girder - fore end bracket lower toe welded connection fractured - fracture cut out, rewelded and knuckle strap fitted.

No.7 Centre tank.

Forward Bulkhead - slightly fractured at end of web flat bar stiffener.

Fracture cut out, veed and welded, end of flat bar slotted and small local doubler fitted and parts rewelded.

No.7 wing tanks p&s.

Forward Bulkhead - slight fracture p&s alongside web stiffeners.

Fracture cut out, veed and welded & local doubler fitted in way.

Completed repairs examined and the respective tanks in way tested and repairs proved tight and satisfactory.

On examination of the ship in drydock at this time found the following set in and indented shell plates, same examined and found efficient :-

Shell plates numbered from forward.

Starboard J.6,8,14. H.6,7,14.

Port J6,8. H.6,7, G6,7.

It is recommended that the aforementioned shell plates be further examined and dealt with as found necessary at the Special Survey.

Special Reasons List.

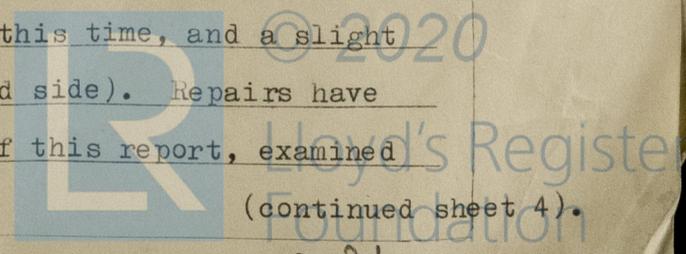
Shell plate in way of 14th Longitudinal in No.2 wing tank (P) and frames in way (E.W. 3,57) specially examined at this time and found efficient. (Shell plate H.6 from forward and frames in way found set in).

It is recommended that this item be further examined and dealt with as found necessary at the Special Survey. It is submitted that the record in the S.R. List be amended accordingly.

Stem frame solepiece (E.W. 12,57) examined at this time, and a slight fracture found at edge of heel plate (starboard side). Repairs have been effected at this time as stated in body of this report, examined and found efficient.

(continued sheet 4).

10-10-0
770



151190

on the S.S. ~~M~~ "TROCHISCUS"

(Continued).

It is submitted that the sternframe solepiece (E.W. 12,57 and 1,59) be specially examined at the next drydocking.

Appendix to the S.R.L.

Indents in shell plating p&s and set up keel plating p&s and side plating in way of No.8 wing tank (starboard) not dealt with at this time, examined and found to remain efficient.



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