

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

LA-10065

Port

SHIMONOSEKI

19th April, 1954

This is to Certify that

W.R.D. SAXTON and P. MANSON

The undersigned Surveyors to this Society did at the request of the Ringer & Co., Ltd., Lloyd's Agents on behalf of the Salvage Association, London, attend on board the S.S. "TRAVELSTAR", 7068 ss Tons of Monrovia, with the consent of the Master and the crew, on January 22nd 1954, and subsequently whilst the vessel was afloat and in dry-dock at Sasebo for the purpose of ascertaining the nature and extent of damage stated to have been sustained during a typhoon at San Fernando, Phillipine Islands, between the 17th, 25th November 1953.

Vessel's Log Books not examined at this time.

See also Specification of Damage Repairs No. TM-19-53, prepared in Manila on the 18th December 1953 by Messrs. Anderson Campbell on behalf of Salvage Association and Owners respectively.

The following is a list of the

DAMAGE FOUND at this time and the RECOMMENDATIONS made.

1 - plates numbered from aft ("E" - bilge strake, "K" - main sheer)

The following plates found holed,

corrugated, or indented -

Keel 1. (15'-6" x 54½" x .68)

To be renewed.

" 2. (27'-9" x 52½" x .71)

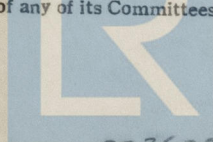
" " "

" 3. (27'-9" x 52½" x .74)

To be removed, faired, and refitted.

.....Cont'd.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, and that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or other Officers or Agents of the Society."



DAMAGE FOUND

1. (27'-11" x 52½" x.78)

14. (27'-3½" x 52½" x.71)

15. (9'-2" x 52½" x.68)

Part "A" Strake

Plate No.1. (11'-9" x 76" x.70)

" 2. (16'-7" x 85" x.52)

" 3. (17'-9" x 58" x.54)

" 4. (20'-3" x 94" x.56)

" 5. (25'-3" x 78" x.58)

" 6. (27'-8½" x 78" x.61)

" 7.

" 9.

" 10.

" 11. (27'-9" x 78" x.61)

" 16. (13'-9" x 91" x.68)

" 17. (11'-11" x 96" x.63)

" 18.

Part "B" Strake

Plate No.1. (20'-3" x 57½" x.58)

" 2.

" 3.

RECOMMENDATIONS

To be cropped and part renewed (renewed portion 10'-0" x 52½" x.78) and remainder of plate faired in place.

To be renewed.

" " "

To be renewed.

" " "

" " "

" " "

To be removed, faired and refitted.

To be renewed.

To be released and faired in place over two frame spaces and in way of outboard seam.

To be faired in place over two frame spaces.

To be faired in place over 2 sq. ft. on lower seam and over one frame space at forward end.

To be cropped and ford portion renewed (17'-6" x 78" x.61)

To be renewed.

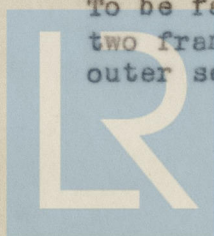
" " "

To be faired in place over after frame space.

To be removed, faired, and refitted.

To be faired in place over after two frame spaces.

To be faired in place over two frame spaces in way of outer seam.



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DAMAGE FOUND

Plate No. 4. PORT

" " 7.

" " 9.

" " 11.

" " 12. (25'-6" x 97" x .68)

" " 13.

" " 14. (27'-0" x 94" x .58)

Port "C" Strake.

Plate No. 1. (27'-9" x 68" x .61)

" " 2. Strake.

" " 3.

" " 4.

" " 5.

" " 6.

Port "D" Strake.

Plate No. 1.

" " 15.

" " 16. (18'-3" x 92" x .56)

" " 17.

" " 5. (20'-10" x 70 1/2" x .61)

" " 6. (20'-10" x 71" x .61)

" " 7. (22'-10" x 84" x .61)

" " 8. (25'-4" x 84" x .61)

" " 9. (25'-4" x 84" x .61)

" " 10. (20'-4" x 84" x .61)

" " 11. (25'-6" x 88" x .58)

RECOMMENDATIONS

To be faired in place over two frame spaces and on seam.

To be faired in place over three frame spaces.

To be faired in place over four square feet.

To be faired in place in way of outer seam over two frame spaces.

To be removed, faired and refitted. Plate to be cropped and part renewed at forward end of outboard seam (Portion renewed 12'-0" x 14")

To be renewed.

To be renewed.

To be faired in place over two square feet.

To be faired in place in way of outer seam over two frame spaces.

To be faired in place.

To be faired in place in way of outer seam over two frame spaces.

To be faired in place at after butt.

To be faired in place in way of inner seam over two frame spaces.

To be faired in place over forward butt.

To be faired in place over six frame spaces.

To be removed, faired & refitted.

To be cropped and after portion (14'-10" x 68") removed, faired and refitted.

To be removed, faired, and refitted.

To be renewed.

To be faired in place over three frame spaces.

To be renewed.

To be removed, faired and refitted.

To be renewed.

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DAMAGE FOUND

Plate No. 11.

" " 12.

" " 13.

" " 14.

" " 15.

" " 16. (27'-0" x 94" x .58)

" " 17. (27'-0" x 94" x .58)

Port "E" Strake.

Plate No. 3.

" " 4.

" " 5.

" " 6.

" " 14.

" " 15.

" " 16. (18'-3" x 92 $\frac{1}{2}$ " x .56)

" " 17.

Port "F" Strake.

Plate No. 1.

" 2.

" 12.

" 13. (25'-4" x 84" x .61)

" 14. (26'-6" x 88" x .58)

RECOMMENDATIONS

To be faired in place over three frame spaces.

To be faired in place over three square feet.

To be faired in place in way of forward butt.

To be faired in place in way of after butt.

To be faired in place over two square feet.

To be renewed.

To be renewed.

To be faired in place over one frame space.

Local indent to be faired in place.

To be faired in place at forward butt.

To be faired in place at after butt.

To be faired in place over four square feet.

Three local indents to be faired in place.

To be renewed.

To be faired in place in way of upper seam over five frame spaces.

To be released and faired in place.

To be released and faired in place.

To be faired in place over three frame spaces.

To be renewed.

To be renewed.

DAMAGE FOUND

RECOMMENDATIONS

late No.15.

To be faired in place in way of lower seam over of five frame spaces.

" 16. (17'-2" x 87½" x.56)

To be renewed.

" 17.

To be faired in place over four frame spaces.

ORT "G" Strake.

late No. 2.

To be faired in place in way of lower seam over four frame spaces.

" 3.

To be faired in place in way of lower seam over three frame spaces.

" 12.

To be faired in place over three square feet.

" 13. (25'-4" x 84" x.61)

To be renewed.

" 14. (26'-6" x 88" x.57)

To be renewed.

" 15.

To be faired in place over one frame space.

ort "H" Strake.

late No. 1.

To be faired in place at forward butt.

" 6.

To be released and faired in place over three frame spaces.

" 12.

To be faired in place over three square feet.

" 13. (27'-8" x 84½" x.61)

To be renewed.

" 14. (27'-10" x 84½" x.59)

To be removed faired & re-fitted.

ort "J" Strake.

late No.10.

Local indent to be faired in place.

" 14. Lower (28'-11½" x 57" x.59) To be removed, faired and refitted.

ort "K" Strake.

late No.10.

To be faired in place over two frame spaces.

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DAMAGE FOUND

Starb'd "A" Strake.

Plate No. 1. (11'-9" x 76" x .70)

" 2. (16'-9" x 85" x .52)

" 3. (17'-6" x 58" x .54)

" 4. (20'-3" x 94" x .56)

" 5. (27'-9" x 78" x .58)

" 6. (27'-8 1/2" x 78" x .61)

" 7. (27'-9" x 78" x .61)

" 8. 3.

" 9.

" 10.

" 15.

" 16.

Starb'd "B" Strake.

Plate No. 1. (19'-0 1/2" x 73 1/2" x .60)

" 17.

Starb'd "B" Strake.

Plate No. 1. 2.

" 2. (17'-2" x 93" x .61)

" 3.

" 4. (26'-6" x 83 1/2" x .57)

" 4. (27'-9" x 78" x .61)

" 9.

" 10. and 11.

" 6.

" 7. 16.

" 8. 17.

RECOMMENDATIONS

To be faired in place in way of lower seam over six frame

To be renewed.

To be renewed.

To be faired in place in way of lower seam over four frame

To be renewed.

To be renewed.

To be renewed in place over

one frame space.

To be faired in place over three square feet.

To be faired in place over three square feet.

To be faired in place in way of inner seam over five frame spaces.

To be faired in place in way of inner seam over five frame spaces.

To be faired in place over eight square feet.

Remainder of plate to be faired in place.

Local indent on inner seam to be faired in place.

To be renewed.

To be faired in place over three square feet. To be faired in place in way of inner seam over two frame spaces.

To be cropped and forward portion (10'-0" x 78") to be renewed.

Remainder of plate to be faired in place over four square feet.

Local indent to be faired in place.

To be faired in place over two square feet.

To be faired in place in three places.

DAMAGE FOUND

RECOMMENDATIONS

Starb'd "C" Strake.	Plate No. 12.	To be faired in place in way of lower seam over six frame spaces.
Starb'd "D" Strake.	Plate No. 2.	To be faired in place in way of lower seam over four frame spaces.
Starb'd "D" Strake.	Plate No. 2.	To be faired in place over one frame space.
"	" 3.	To be faired in place over three square feet.
"	" 9.	To be faired in place over three square feet.
"	" 10.	To be released and faired in place over five frame spaces.
Starb'd "E" Strake.	Plate No. 1. (19'-0 $\frac{1}{2}$ " x 73 $\frac{1}{2}$ " x .60)	Lower portion of plate adjacent to boss plate cropped and renewed. (Renewed portion 4'-0" x 36"). Remainder of plate to be faired in place.
"	" 2.	To be faired in place in way of lower seam over five frame spaces.
"	" 3.	To be faired in place over three frame spaces.
"	" 4. (26'-6" x 83 $\frac{1}{2}$ " x .57)	To be renewed.
"	" 5. (23'-9 $\frac{1}{2}$ " x 84 $\frac{1}{2}$ " x .61)	To be renewed.
"	" 9.	To be faired in place over two frame spaces.
"	" 10. and 11.	Forward portion of No.10 plate and after portion of No.11 plate to be cropped and renewed in one plate (20'-0" x 78" x .61)
"	" 16.	Local indent to be faired in place.
"	" 17.	To be faired in place over three frame spaces.

.....Cont'd.

DAMAGE FOUND

Starb'd "F" Strake.

Plate No. 1.

" 2. (21'-0" x 88" x.48)

" 13.

" 14.

" 15.

Starb'd "G" Strake.

Plate No. 2.

" 3.

" 4.

" 5.

" 14.

" 15.

Starb'd "H" Strake.

Plate No. 2.

" 3.

" 4.

" 5.

" 14.

RECOMMENDATIONS

To be faired in place in way of forward butt.

To be renewed.

To be faired in place over two frame spaces.

To be faired in place in way of lower seam over five frame spaces.

To be faired in place over three square feet.

To be released and faired in place at forward end and over four square feet.

To be faired in place over two frame spaces aft and over four square feet forward.

To be faired in place in way of after butt.

To be faired in place in way of upper seam over one frame space.

To be faired in place over one frame space.

To be faired in place over four frame spaces.

To be faired in place over eight square feet.

To be released and faired in place over twelve square feet.

To be released and faired in place over six square feet.

To be released and faired in place in way of forward butt.

To be faired in place over two square feet.

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DAMAGE FOUND

RECOMMENDATIONS

Starb'd plate No. 15.

To be faired in place over two square feet.

" " 16.

To be faired in place over three frame spaces.

" " 17.

To be faired in place over two frame spaces and in way of lower seam.

Starb'd "J" Strake.

" plate No. 3.

To be faired in place in way of lower seam over one frame space.

" " 14.

To be faired in place in way of lower seam over one frame space.

Bilge Keel.

Starb'd port. Found missing between Frs. 71 and 107 and remainder found buckled.

Missing portion of bilge keel to be replaced (113'-0"x10"x.69) and existing portion to be faired in place.

" Starb'd. Found missing between Frs. 82 and 98 and remainder found buckled.

Missing portion of bilge keel to be replaced (41'-0"x10"x.69) and existing portion to be faired in place.

Forefoot Slab. (8sq.ft. x 3")

Found set over to starb'd.

To be heated and faired in place.

Stern frame and Rudder.

Stern frame sole piece set up, rudder missing, and stock twisted.

Stern frame sole piece to be removed, faired, examined, and annealed, refaced as necessary in way of scarp and rudder pintle bush. Bronze bush and lignumvitae liners to be renewed. Sole piece to be refitted and alignment checked.

Rudder and rudder stock to be completely renewed.

Lower steady bearing bronze bush to be renewed, split housing bolts to be renewed, and attachment of bearing to transom floor and shell to be made good.

Lower rudder stuffing box to remove and re-joint with new

DAMAGE FOUND

Hull Rivetting.

Started rivetting in vicinity of damage.

Forepeak Internals.

Forepeak Tank.

Fr. 173 port - lower portion buckled.

Fr. 168 $\frac{1}{2}$ port - lower portion buckled (Ice stiffening).

Base of forepeak bulkhead buckled in way of D.B. Tank

Hull plate (Starb'd F.18) locally pierced.

No. 1 Deep Tank, Port

Frs. 150 & 151 buckled.

10"x3 $\frac{1}{2}$ "x3 $\frac{1}{2}$ "x25.3 lb. Chl.)

Frs. 152 & 153 slightly buckled.

Ham knees frs. 150 & 151 buckled.

Hamment chocks broken (in number)

Started tank top rivetting.

No. 1 Deep Tank, Starb'd

Frs. 153 & 154 slightly buckled.

Hamment chocks broken (in number).

RECOMMENDATIONS

fastenings.

Gland studs to renew and gland to be re-packed.

Rudder trunk closing plate to be renewed.

Started rivetting to be caulked or renewed as necessary.

Approx. 890 rivets renewed and 2150 caulked.

To be released and faired in place.

To be released and faired in place.

To be cropped and part renewed (6 sq.ft.)

Welded spigot piece to be fitted.

To be renewed.
(Length each 9'-0")

To be released and faired in place.

To be faired in place.

To be renewed.

To be renewed or caulked as necessary. Approx. 200 rivets renewed and 150 caulked.

To be faired in place.

To be renewed.

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DAMAGE FOUND

RECOMMENDATIONS

started tank top rivetting.

To be caulked - 35 in number.

No.2 Deep Tank Port

r. 136 buckled
10" x 3½" x 25.3 lb.Chl.)

To be renewed (Length 10'-0")

tank top beam 136 and beam knee
buckled in way.

Beam to be faired in place
and beam knee to be removed,
faired and refitted.

rs. 137, 138 & 141 slightly
buckled at top.

To be released and faired in
place.

tank top beam 137, 138 & 141
and beam knees buckled
in way.

Beams to be faired in place
and beam knees to be removed,
faired and refitted.

ement chocks broken(8 in number).

To be renewed.

started tank top rivetting.

To be caulked (20 in number).

No.2 Deep Tank Starb'd

ement chocks broken(9 in number).

To be renewed.

No.1 D.B. Tank Port

the following floors and floor
frames buckled locally:-
floors No.145, 146, 153, 154,
155, 156, 157, 159,
160, & 161.

To be faired in place.

floor Frames No.153, 154, 155,
156, 157, & 158.

started rivetting on tank top of

To be caulked or renewed as
necessary. Approx. 20 renewed
and 105 caulked.

No.1 D.B. Tank Port & Starb'd.

No.1 D.B. Tank Starb'd

the following floor and floor
frames buckled locally:-
floors No. 139, 146, 147, 148,
150, 157, 158, & 159.
floor frames No. 144, 146, 147,
148, 150, 157, 160, 161.

To be faired in place.



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DAMAGE FOUND

RECOMMENDATIONS

No. 2 D.B. Tank Port.

The following floors and floor
plates buckled locally:-
Floors No. 108, 112, 113, 116,
122, 125, 131.

Floor Frames No. 112, 113.

To be faired in place.

No. 2 D.B. Tank Starb'd.

The following floors and floor
plates buckled locally:-
Floors No. 109, 117, 118, 119,
120, 131, 132.

To be faired in place.

Started tank top rivetting in
way of No. 2 D.B. Tks. Port &
Starb'd.

To be caulked or renewed as
necessary. Approx. 55 rivets
renewed and 110 caulked.

Tank top plating set up between
floors 113 to 117 Starb'd.

To be released and faired in
place over area of 10 square
feet.

No. 3 D.B. Tank Port.

The following floors and floor
plates buckled locally:-
Floors No. 88, 97, 103, 105.
Floor Frames No. 88, 97, 103.

To be faired in place.

No. 3 D.B. Tank Starb'd.

The following floors and floor
plates buckled locally:-
Floors No. 96, 97, 98, 99, 103,
104, 105.

To be faired in place.

Floor Frames No. 96, 97, 99,
103, 104, 105.

Tank margin plates buckled
locally between Frs. 88 and 96.

To be faired in place.

Started rivetting in tank top
plating of No. 3 D.B. Tk. Port &
Starb'd.

To be caulked or renewed as
necessary. Approx. 45 units
renewed and 90 caulked.

Tank top plating in way of after
transverse line bulkhead slightly
set up.

To be released and faired
in place over area of twenty
square feet.



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DAMAGE FOUND

RECOMMENDATIONS

B. Tank under Machinery.

To be faired in place.

The following floors and floor frames buckled locally:-

To be caulked or renewed as necessary 10 rivets renewed
26 caulked.

Port Nos. 75, 76, 77, 78.

Started rivetting in tank top plating.

Fuel Oil Settling Tanks.

Defective welding to cut out and renew and 15 rivets to renew.

Minor leakage from Port and Starb'd after bulkheads.

o.3 Deep Tanks (abaft Machinery Space).

Defective welding to cut out and renew.

Minor leakage from welded seam of Port side forward bulkhead.

o.4 D.B. Tank Port.

The following floors found buckled locally:-

To be cropped and part renewed.

rs. 45, 46, 47, 55, 61, 62.

To be faired in place.

rs. 40, 41, 42, 48, 49, 50, 51,

53, 54, 56, 57, 58, 63.

floor frames Nos. 61, 62.

To be cropped and part renewed.

floor frames Nos. 40, 41, 42, 45,

To be faired in place.

46, 47, 48, 49, 50, 51,

53, 54, 55, 56, 58, 63.

Tank top plating slightly set up over area of 16 sq. feet.

To be released and faired in place.

o.4 D.B. Tank Starb'd.

The following floors found buckled locally:-

To be cropped and part renewed.

rs. No. 45, 46, 47, 55, 61, 62, 63.

To be faired in place.

rs. No. 48, 49, 50, 51, 52, 53,

54, 56, 57, 58, 59, 60,

64, 65, 66.

floor frames No. 45, 46, 47, 53,

To be cropped and part renewed.

64, 55, 61, 62, 63, 64.

floor frames No. 40, 41, 48, 49,

To be faired in place.

50, 51, 52, 56, 57, 58,

59, 60, 64, 65, 66.



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DAMAGE FOUND

...nk top plating set down between
...ors 46-47, 50-51, 53-54-55, 1.)
...er one strake.

...Starb'd side, slightly
...rted tank top rivetting.

...1 Deep Tank top stringer
...Port Frs. 154-5, found
...5 D.B. Tank Port.

...following floors and floor
...frames found buckled locally:-

Nos. 22, 25.

...2 Lower Hold.

Nos. 12, 13, 14, 17, 18, 19, 20, 24, 32, 33, 36, 37, 38, 39. x.59 x 40 lb.Chl.)

...5 D.B. Tank Starb'd.

...following floors found
...kled locally:- in way of Frs.

Nos. 20, 21.

...following second deck beams
...und buckled, Port side:-

Nos. 129, 130, 131, 132, 133.

Nos. 13, 14, 17, 19, 22, 24,

27, 28, 29, 30, 31, 33

34, 35, 36, 37, 38, 39.

...or frames No. 22, 25, 26.

...or frames No. 13, 18, 19, 21,

27, 28, 29, 30, 31, 32, 33,

34, 35, 36, 37, 38, 39.

...rted tank top rivetting in

...of No.5 D.B. Tank, Port and

...b'd.

...letting buckled.

...or Peak Tank.

...of cargo battens

...shell frames in way of stern

...slightly buckled.

...2 Tween Deck.

...s and Tween Decks.

...Lower Hold.

...bulkhead wing plate Port

...buckled.

RECOMMENDATIONS

To be cropped and part renewed.
To be faired in place.

To be faired in place.
Started rivets to caulk or
renew as necessary. Approx.
30 renewed and 105 caulked.
(Renewed area approx. 4 sq.ft.)

To be renewed.

To be cropped and part removed,
faired and refitted.

To be faired in place.

To be faired in place.

To be faired in place.

To be cropped and part renewed.

To be cropped and part removed,
faired & refitted.

To be cropped and outer portion
to be faired in place.
To be faired in place.
Deep knees in
way to be removed faired and
refitted.

To be cropped and part removed
faired & refitted.
Deep knees in way to
be removed faired and refitted.

To be faired in place.
To be faired in place.

Web plate and deck connection
to be cropped and part renewed.
To be faired in place.
Started rivets to be renewed
or caulked as necessary. 10
rivets renewed and 50 caulked.

Battens and chocks to be
renewed.
To be faired in place.

Port side:-
Stringer plate released and
faired in place over all.
To be cropped and part renewed.
(Renewed portion 15'-0"x5'-0"x.50).

...Cont'd.

DAMAGE FOUND

136, port side, buckled.
 0" x 3 1/2" x 3 1/2" x 25.3 lb.Chl.)

157, Starb'd side, slightly
 buckled.

1 Deep Tank top stringer
 ate, Port Frs. 154-5, found
 buckled.

prox. 50'-0" of cargo battens
 broken.

2 Lower Hold.

s. 124 to 134 inclusive, Port
 side, badly buckled.
 2" x 4" x 4" x.59 x 40 lb.Chl.)

123, Port side, slightly
 buckled.

large brackets in way of Frs.
 5, 126, 127, 129 buckled.

the following second deck beams
 und buckled, Port side:-
 s. 129, 130, 131, 132, 133.

s. 125, 126, 127.

s. 124, 134.

128 (Hatch and beam)

ter centre line bulkhead
 ating buckled.

prox. 200'-0" of cargo battens
 76 cement chocks broken.

2 Tween Deck.

back plating port and Starb'd
 buckled in several places abreast
 hatch way.

RECOMMENDATIONS

To be cropped and part renewed.
 (Length renewed 10'-0")

To be faired in place.

To be cropped and part renewed.
 (Renewed area approx. 4 sq.ft.)

To be renewed.

To be renewed.

To be faired in place.

To be faired in place.

To be cropped and outer portion
 to be renewed. Beam knees in
 way to be removed faired and
 refitted.

To be removed faired and re-
 fitted. Beam knees in way to
 be removed faired and refitted.

To be faired in place.

Web plate and deck connection
 to be cropped and part renewed.
 Face bar to be faired in place.

To be faired in place.

Battens and chocks to be
 renewed.

Port side:-

Stringer plate released and
 faired in place over six
 frame spaces.

DAMAGE FOUND

RECOMMENDATIONS

Plate in adjacent strake
cropped and part renewed.
(Renewed portion 50 sq. ft.).

One deck plate released and
faired in place over three
frame spaces.

Starb'd Side:-

Five deck plates released and
faired in place, two over 2
frame spaces, and three over
3 frame spaces.

Three deck beams in way faired
in place.

Bulkhead wing plate cropped and
outer portion renewed.
Six frames faired in place and
deck connections renewed.

After bulkhead wing plate
buckled and six Port side shell
frames buckled in way of deck
connection.

o.3 Lower Hold.

Large bracket Fr. 89 Starb'd
slightly buckled.

Bracket to be faired in place
and shell angle to be removed
faired, and refitted.

Stem chocks broken.
(38 in number)

To be renewed.

o.3 Tween Deck.

Two tween deck frames in way
of shell plate Starb'd K.10
slightly buckled.

To be faired in place.

o.4 Lower Hold.

Large bracket Fr. 55 Port
buckled.

Bracket and shell angle to be
renewed.

D.B. tank margin angle in way
to be faired in place.

Stem chocks broken.
(40 in number)

To be renewed.

o.4 Tween Deck.

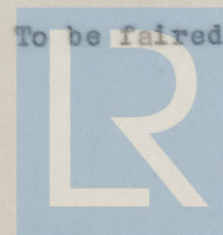
Deck plating Port and Starb'd
t up slightly between frames
to 47 and 54 to 56.

Plating in way (three strakes
Frs. 45 to 47 and one strake
frames 54 to 56) released and
faired in place.

o.5 Lower Hold.

Large margin plate Port side
slightly buckled over four
frame spaces.

To be faired in place.



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DAMAGE FOUND

RECOMMENDATIONS

ent chocks (40 in number)
ten.

To be renewed.

er Deck abreast No.2 Hatch.

plating and beams set down
lly.

Port side:-

Deck plating to release over
five frame spaces and three
beams to be faired in place.

Starb'd side:-

Deck plating to release over
eight frame spaces and six
beams to be faired in place.

er Deck Bulwarks.

work plating fractured
ships, Port and Starb'd, in
of welded connection to boat
k support plating.

Fractured welding to be cut
out and renewed.

Decks.

lking of wood decks on upper
lower bridge decks started.

Caulking to be made good.

t anchor cable.

shackle pin damaged in towing
rations.

Pin to be renewed.

It was also recommended that all double bottom tanks,
peak tanks, and fuel oil tanks be tested on completion
repairs, and that the shell and deck repairs be hose tested.

The above recommendation, including the necessary removals,
gging, painting of new and disturbed work, and replacement of
ings as formerly, were made with a view to placing the vessel
the same good order and condition as obtained before the alleged
ualty occurred. (As detailed on pages 24 and 25).

XXXXXXXXXXXXXXXXXXXX

MACHINERY: The following Recommendations made.

Subsequent upon Examinations carried out in accordance
with Specification No. T.M.-19-53.

I T E M

RECOMMENDED

ern tube to be removed, upper
nd vibration of stern frame cleaned
and examined for alignment and
ctures, alignment of bore in

Stern bush only to be removed
examined and re-wooded.
Stern tube to be specially
examined in place.

RECOMMENDED
RECOMMENDED

I T E M

propeller boss corrected by boring and fitting cast steel crank bush on outer fit of stern tube or alternatively stern tube renewed with outer diameter of fitting strips increased in size suit. New bore of stern frame ss.

Carry out as specified.

stern tube to be blanked and hydrostatically tested to Lloyd's requirements. Lignumvitae bushing to be removed and later renewed.

To be blanked off in place and tested by water pressure.
Stern bush to re-wood.

Worn bronze four bladed propeller to be renewed. Rope guard to be renewed. Steering gear to be renewed.

Bronze propeller to renew, with rope guard.

Stem end shaft to be drawn and sealed off for examination, then refitted and stopper gland checked in lathe and then refitted. Stern gland to be repacked.

Tail end shaft to draw in as specified.

Old shaft found bent or fractured, new shaft to be supplied and fitted, complete with continuous bronze liner.

Old shaft found good, to be refitted.

Propeller on poop house to be fitted and damaged propeller stowed on poop as emergency until new propeller available.

Carry out as specified.

Stem end bearings to be removed, cleaned off, shafting alignment corrected, three bearings reported running hot during running to be rebedded and installed.

Carry out as specified.

Coupling bolts found loose fit, to be renewed.

Carry out as specified.

Any and rubbish removed. Any must shaft bearings to be checked for alignment as necessary and adjusted.

Carry out as specified.
Carry out as specified.

Stem end quadrant and tiller to be moved, checked for alignment, lured and later refitted.

Carry out as specified.

Stem spring U. Bolts and latching shackles to be renewed.

Carry out as specified.

RECOMMENDED

I T E M

board buffer spring to be renewed.

Carry out as specified.

unvitas brake block to be renewed, brake adjusting worm to be dismantled, checked for wear, faired as necessary and assembled in good order as original.

ring engine, cylinders valves, rings and control valves to be dismantled out for examination and closed up as original with necessary adjustments. Worn assembly to be dismantled cleaned off for examination. Steering to be renewed. Steering line bedplate bolts to be renewed. Pins to be refitted and stopper pins with locking attachments tested. Engine to be completely assembled, adjusted. Including steering gear and proved in good order on completion. All cleaned and examined.

Carry out as specified.

motor system to be tested including units in wheel house, steering house and emergency steering assembly to be checked.

Carry out as specified.

carrier bearing complete casting together with all fittings to be renewed. Boiler ring to be skimmed in to suit new casting. All proper use nipples on this unit on boiler steady bearing to be renewed.

Carry out as specified.

completion of work in steering space to be cleaned out and all and rubbish removed. Any damaged or disturbed pipe insulation renewed. Bulkheads, ship's side deckhead to be washed down and painted with two coats as original. Engine, quadrant and components to be similarly cleaned off and painted.

Carry out as specified.



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I T E M

RECOMMENDED

ship's side sea-cocks and
ves to be opened out for
mination, valves skimmed as
essary, grounding, glands re-
ked and closed up in good order
original with new joints studs,
s and bolts as necessary.

Carry out as specified.

ds on all sea chests to be
oved, cleaned, chests cleaned
and recoated with apexior
original, grids, replaced and
secured with new fastenings as
ginal.

Carry out as specified.

overboard discharge valves to
be opened up and cleaned for ex-
amination, valve ground in, glands
packed and closed up in good
order with new joints, studs, nuts
and bolts as necessary.

Carry out as specified.

o-sounding machine to be checked
together with components.

Carry out as specified.

ken windlass crankshaft bearing
be renewed. All other bearings
be checked and adjusted as
necessary. Crankshaft to be
ground in lathe for truth. Holding
bolts to be hardened up as
necessary. Windlass brake linings
be renewed. Control valve to be
examined and refaced. Anchors and
as holes to be ranged and later
stored.

Carry out as specified.

condenser to be opened for
examination and all water passages
be punched and cleaned.

Carry out as specified.

condenser tested to standard head
fresh water, any leaking ferrule
be tightened up, doors to be
pointed with new joints nuts
bolts as necessary and closed
as original.

refrigerator condenser to be opened
examination and all water
passages to be punched and cleaned.
condenser tested to standard head
fresh water, any leaking ferrule
be tightened up, doors to be

Carry out as specified.



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ITEM

RECOMMENDED

assembled with new joints, nuts and bolts as necessary and closed up as original. Compressor cooling water to be cleaned.

circulating pump steam and water to be opened up for examination. Clearance strips on impeller to be adjusted to correctly be replaced. Sealing faces of impeller to be lightly skimmed to suit.

Carry out as specified.

bearings to be adjusted and greases repacked. Unit to be closed with new joints, studs, nuts and bolts as necessary and proved in running condition.

Ballast Pump-Vertical duplex 12" x 12" steam & water ends to be opened out and cleaned for examination. Bucket rings to be skimmed. Suction and delivery valves to be skimmed.

Carry out as specified.

seats replaced as necessary, ground in and any slack bolts ressecured. Piston rings to be renewed, all glands repacked and pump closed up with new joints, studs, nuts and bolts as necessary. Pump to be proved in good order on completion.

and Ballast pumps-Vertical 10" x 12" x 12" steam and water ends to be opened out and cleaned for examination.

Piston rings to be renewed. Suction and delivery valves to be skimmed, seats replaced as necessary, ground in and any slack bolts ressecured. Piston rings to be renewed, all glands repacked and closed up with new joints, nuts and bolts as necessary. Pump to be proved in good order on completion.

Carry out as specified.

Oil Transfer Pump-Vertical duplex 8" x 10" x 10" steam and water to be opened out and cleaned for



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RECOMMENDED

RECOMMENDED

ITEM to be opened for ex-
amination. Bucket rings to be re-
d. Suction and delivery valves
e skimmed, valve seats replaced
necessary, valves ground in and
slack spindles resecured. Pistons
s to be renewed, all glands ad-
checked and pump closed up with new
ts, studs, nuts and bolts as ne-
ary. Pump to be proved in good
r on completion. ically tested.

liary condenser circulating and
ensate horizontal simplex pump
m end water ends to be opened
or examination, suction and de-
ry valves to be refaced and
and in, bucket rings to be renewed,
ids repacked and pump closed up with
joints, studs, nuts and bolts as
ssary. Pump to be proved in good
ing order on completion. ed (85%

engine and thrust holding down
ts to be examined and hardened
as necessary. Cooling coils to
removed, cleaned, annealed and
ed and refitted. be completely

engine, cylinders and valve
ts, pistons and valves and
and bottom end bearings to
opened out for examination,
sted as necessary and later
up. shaft stowed in recess

bearings to be lifted and
als examined, all crank
to be cleaned off and care-
ly examined for possible be-
ment or fracture. All bridge
readings and chock gauge
lings to be taken of main bear-
journals, any wiped metal of
2-4 bearings to be scraped

bearings rebbed. L.P. Guide
be dismantled and examined.
ne closed up with necessary
stments on completion of
ination. Coupling between
ast and crankshaft to be broken
alignment checked, then later
sembled.

ing system to be cleaned.

Carry out as specified.

Carry out as specified,
valve seats found
satisfactory.

Carry out as specified.
No damage found due to
shortage of water.

On account of the condition
Carry out as specified.
Port boiler front wall brick-
work damaged recommended re-
ne Carry out as specified.

Carry out as specified.
No damage found.

Carry out as specified.

Carry out as specified.

Carry out as specified.

Carry out as specified.

Upon examination of main
bearings Nos. 1, 2, 4, & 5
main bearing white metal
found cracked and loose.
Recommended to re-metal,
these items being addi-
tional to original specifi-
cation.

Main engine L.P. eccentric
straps top halves found
cracked and wiped.

Recommended to re-metal.

Carry out as specified.

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M E T I T E M

RECOMMENDED

of jamine and ballast to be tested -
to be examined.

Carry out as specified.

approximately 180 tons of fuel oil
presently stowed on board and
stowed in No.3 tanks and settling
tanks. This fuel oil to be trans-
ferred as necessary to facilitate
repairs and later restowed as
originally distributed.

Carry out as specified.

oil was also stored in Nos.
1 & 5 D.B. tanks at the time
of the accident but same was
completely lost through leakages or
discharged overboard during refloating.

On account of the condition
of the mixture of oil and
water in these tanks. The
separation of the oil and
water although carried out
was not 100% pure oil fuel.

Nos. 1 to 5 include D.B. tanks
(oil tanks) now contain a
mixture of fuel and water

which is to be separated and re-
turned to the vessel.

New and disturbed steel work and fittings to be recoated as
necessary. Steel structure to be given 2 coats of red lead and two
coats of finishing paint as original.

Propeller to be erected as necessary for repairs and later cleared
ready for fitting.

and rubbish and ship's garbage to be removed as required and
contractor's dirt, scrap and equipment removed from the vessel
on completion.

It will be necessary to the original figure quoted for
the vessel to be drydocked as necessary for repairs and later undocked.

Necessary tugs, pilot, etc. to be provided for dry-docking, un-
docking, mooring and unmooring to be provided.

Steam and electric power to be provided for ship's service as
required during repairs.

Water and fire mains to be provided to vessel's system
during repairs. Boilers and fresh water tanks to be refilled on
completion of repairs.

Tank filling to be carried out in order to ascertain
extent of leakages in tanks before commencing repairs. This
in addition to tank testing required upon completion of repairs.
Testing water to be removed from tanks on completion of repairs.

It was recommended the four bearings be reinstalled. The
bearings claimed the lifting of the crankshaft as necessary.

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For contractor's guidance, Nos. 1 & 5 fuel oil D.B. tanks of the vessel are presently tidal. The forepeak, Nos. 2, 3 & fuel oil D.B. tanks and the tunnel well are leaking slightly.

Well and decks in way of repairs and clear of tanks to be tested on completion.

Temporary lights to be provided for repairs and later cleared away.

Compasses to be adjusted on completion of repairs.

Adjustments now made as a result of alterations to previous specification No. TM- 19- 53.

(Items 132, 136, 136A, 136B, 151, 260, 262, 265)

On account of the satisfactory condition of the stern tube, after examination in place, it was mutually agreed that the hydraulic testing of the tube in place would be satisfactory to all concerned. Credit allowance of ¥80,000 was made against this item.

As time did not permit for the making of the new four bladed bronze propeller, this item has been deducted from the original total price for the contract, until such time as the propeller will be ready for fitting.

A separate charge of ¥300,000 has been made for drawing the shaft and testing in lathe including magnaflux test. Adjustments will be necessary to the original figure quoted for completion of this job (¥7,488,000) based on the work required for fitting the new propeller.

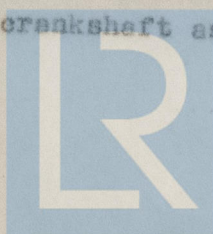
On account of the tail shaft being found good, item (136A) has been deleted from the specification (¥3,800,000).

On account of the new propeller not being ready in time. Specification for this item was carried out to the full, so the figure quoted ¥331,200 is additional to the original contract.

After removal of main bearing top halves an examination was carried out of the crankshaft, when it was found that the bottom of Nos. 1, 2, 4, & 5 main bearings had wiped.

It was recommended that the shaft be lifted. Upon lifting a further examination was carried out when the above bearings were found to have run, and the metal cracked.

It was recommended the four bearings be remetalled. The engineers claimed the lifting of the crankshaft as extra, which



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point was disputed by the undersigned. The specification states the main bearings to be lifted and journals examined. The repairers contended that this only applied to the top half bearings.

At a subsequent discussion with Repairers and Owners Representative it was mutually agreed that this item be allowed as additional ¥684,000 being subject to adjustment.

Main Engine L.P. eccentric straps two top halves found cracked and loose recommended to re-metal, ¥164,000.

Port Boiler front wall brickwork found loose and broken away. Recommended to renew ¥170,000.

Auxiliary circulating pump bucket found scored. Recommended to build up by welding and re-machine. ¥25,000.

Boiler blow down pipe connection to ships side found fractured. Recommended fitting blow down balve direct to shipside, and boiler blow down pipe to renew. ¥31,000.

Auxiliary condensor reported overheating recommending opening up for cleaning and testing. ¥60,000.

ge pump discharge pipe one length 3" x 12 feet long renewed ,400.

account of tunnel space being flooded, the No.2 Aux. Generator electric side, also switchboard checked. ¥36,000.

er monor items Steam Bye-pass valve to heating coil, Aux. condenser cover stud hole broken piece repaired and new propeller fitted. ¥79,000.

Additional cost for Machinery.

ITEMS:

132	Credit	¥	<u>80,000</u>
136		¥	300,000
136A			NIL
136B		¥	331,200
151		¥	31,000
260		¥	25,000
262		¥	684,000
265		¥	170,000
Main Engine L.P. Eccentric straps.		¥	164,000
Auxiliary Condenser		¥	60,000

Total...¥1,765,000 ...carry Forward

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ITEMS: carried Forward ¥ 1,765,200

Large Pump Disch Pipe	¥	22,400
Electrical	¥	36,000
Other Items	¥	79,000

Total ¥ 1,902,600

Credit ¥ 80,000

BALANCE ¥ 1,822,600

Contract Price (Dollars) \$ 90,000

Item 136 (Dollars) \$ 20,800

\$ 69,200

Equivalent to ¥24,856,640

Rate of Exchange
¥359.20 to \$1.00 U.S.

Additional Machinery ¥ 1,822,600

Total ¥26,679,240

Additional Hull ¥ 6,016,000

Credit Hull ¥ 180,000

¥ 5,836,000

¥26,679,240

¥ 5,836,000

GRAND TOTAL ¥32,515,240

Allowance made for tank internals not to exceed 18% of the new shell bottom plating by weight.

Total Cost for tank internals. ¥2,604,000.

The actual Cost of additional as not accounted for or allowed for in the original specification is

¥ 3,412,000 Hull

¥ 1,571,400 Mach

¥ 4,983,400 - Total

Approx. 15% of the original contracted price.

Damage is considered to be consistent with the alleged cause.

NOSEKI Rpt. 303

¥200-0-0

Peter Manson
Surveyor to Lloyd's Register
of Shipping.

A/c rendered from
London 17.5.54.

Total ¥200-0-0

for 30-4-54
LONDON.



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