

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21 APR 1958 19 When handed in at Local Office 19 Port of Nagasaki
 No. in Reg. Book 22728 Survey held at Nagasaki Date, First Survey 17th Feb. Last Survey 7th March 1958
 on the Wood/Iron/Steel S.S. "OAKBY" (No. of Visits 10)

TONNAGE:-
 GROSS 7140 Built at P. Me By whom Todd Bath Iron S.B. Corp. When 1942 YEAR MONTH 6
 UNDER DK - Owners Ropner Shipping Co., Ltd. Owners' Address -
 NET 4383 Managers Sir R. Ropner Co. (Management) Ltd. Port belonging to West Hartlepool

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Mitsubishi K.K. Destined Voyage Phillipines - Japan
 Cell/D Bord Ba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5750 Port L.A.N

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. (Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
†100 A1 with fbd. 12,56	†LMC 9,54 BS 7,56
2 decks E.W.	TS CL 9,55
ss Shl- 9,54	sps 9,54

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations (frequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. also the dates and initials of any letters respecting this case

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Yes

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.

Is Superintendent - Not required Was a damage report made by anyone else? if so, by whom? Salvage Association

REPAIRS, OR EXAMINATION AS PER RULE FOR REPAIRS (Wear and Tear and Damage)

Structure on Sheerstrake Amidships (p & s)
 Top of the sheerstrake (p & s) fractured immediately in the line of the after end plate of accommodation ladder recess in bulwarks. This end plate and bulwark plating is welded direct to the top of the sheerstrake and the fracture extends into the corner weld of recess plating. Fracture in sheerstrake does not extend below the line of deck plating which is welded to sheer.
 P.T.O.

TYPE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
newed								
removed and Fair'd or Repaired								
removed or Repaired in place								

CONDITION OF THE PARTS NOW EXAMINED.

Decks good	Bulkheads not exd.	Engine Room Skylights good	Copper, or Y.M. (State if on Felt)
Openings good	Ceiling "	Coal Bunkers, Openings, Covers, &c. -	When fitted, Month Year
Stenings not exd.	Cement or Asphalt "	Oil Bunkers not exd.	Boats good
Plating "	Rudder "	Scuppers good	Masts, Yards, &c. good
in way of sidelights "	Steering gear and its connections good	Cargo Hatchways good	Condition, how ascertained from deck (State if wedges removed.)
Names "	Windlass good	Hatches good	Equipment letter -
Is -	Have pumps been examined and found efficient? No	Planking -	Anchors, No. of 3B
Deep Tk) "	Have Sluice Valves been examined and found efficient? -	Caulking -	Cables (State if now ranged) No
Plating (No.7) good	Have Watertight Doors been examined and found efficient? No	Treenails -	" length - mean diam. - (on board.)
Tanks been examined internally? No	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson -	" Rule length - size -
Tanks been tested? No.7(p)	Air and Sounding Pipes not exd.	Transoms, Pointers & Crutches -	Chain Locker not exd.
	Doubling Plates under Sounding Pipes "	Timbers of Frame at openings -	Hawsers & Warps "
		" " at other places -	Standing and Running Rigging "
		Stringers, Clamps & Shelves -	Sails -
		Salting State if examined	

General Observations, Opinion as to Class, Recommendation, &c.:

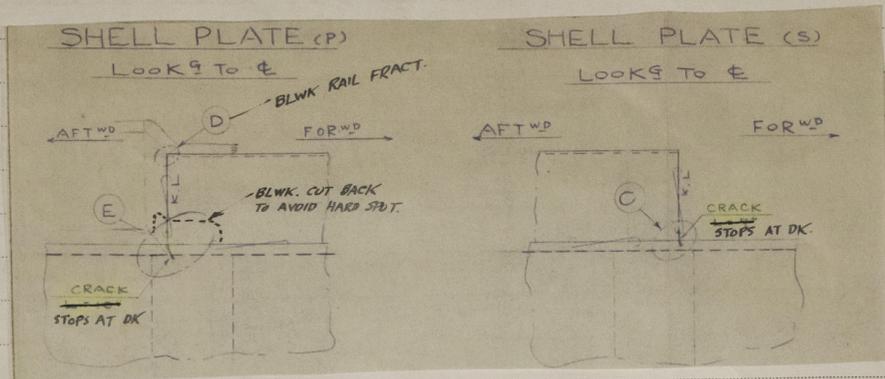
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
 This ship, so far as now surveyed is eligible in my opinion to remain as classed without fresh record of survey subject to all other conditions at present attached to the ships class being dealt with as previously recommended.

Survey Fee (per Section 23)	Repairs	£ 30 : 0 : 0	Fees applied for, APR 10 1958 LONDON Received by me,
Special Damage or Repair Fee (if any) (per Section 23)		£ 21 : 0 : 0	
Travelling Expenses (if chargeable)		£ 4 : 0 : 0	
Second Surveyor's Fee (if any)		£ : : :	
Committee's Minute			THURSDAY 29 MAY 1958
Character Assigned			As now without application (m) (with endorsement)

Surveyor to Lloyd's Register of Shipping.

 Lloyd's Register Foundation
 010283-010288-0157 1/2

Is Certificate required? if so, to be sent to



The fractures now cut out drilled at end and re-welded. On the port side it was necessary to crop and part renew the deck stringer plate in way.

The bulb angle rail bar welded where fractured at this corner.

(Note:- From the appearance of this fracture it is considered that it has been in existence for some considerable time).

In an effort to avoid this local hard spot the bulwark plating and end plate of recess have been cut back from the corner and top edge of sheer allowed to pass freely. On completion all welding dressed off, top of sheerstrake especially, finally hose tested on port side and repairs found tight

Sundry repairs and renewals to ventilator coamings and air pipes on deck also local doublers fitted as necessary to coaming plates of deck houses.

Bilge Sump Wells now repaired as follows:-

No.1 Hold - Doubling plates over floors and new bottom and end plates (p & s)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

No.2 Hold - Sumps completely renewed (p & s)

No.3 Hold - Doubling plates over floors and new bottom and end plates (p & s)

The suction and sounding pipes in these sumps renewed as found necessary.

Hold centreline bulkhead coaming plates renewed as follows:-

No.1 Hold aft end; No.2 Hold forward and aft and No.3 Hold forward end.

The lower parts of these bulkhead stiffeners cropped and part renewed.

Hold Bulkhead - Nos.2/3 coaming plate renewed athwartships and base of stiffeners cropped and part renewed (Total 18).

(Cont'd)

after bulkhead in Engine Room (ps) cropped and coaming strake and strake above renewed in way of Ballast Pump.

Damage No.1:- Stated caused by Heavy Weather on 17th & 18th January, 1958 whilst on a voyage in loaded condition from San Pedro (U.S.A.) to Inchon (Korea).

Damage:- Minor and superficial damage to sundry deck fittings. Fractures in Deep Tank horizontal girders and d.b. tank top in deep tank (No.7). Fracture in deck plating over Domestic Tank in No.4 Tween Deck (ps).

Work Done:- Repairs and/or renewals to steam pipe guards, cargo winch brackets etc.

Deep Tank (ps):- Fractures cut out and welded on the horizontal girder to tunnel side plating - at the toes of connecting brackets and on butt weld at mid-length. Fracture at toe of side shell stringer to after bulkhead cut out and small fracture in bulkhead closed by welding and local doubler fitted. The toe of bracket re-connected by welding. Tank top plating (No.7 d.b.) where fractured locally at toe of T bar bulkhead stiffener cut out and closed by welding. Base of stiffener cropped in way, doubling fitted on tank top & stiffener base part renewed. No.7 d.b. tank (ps) afterwards tested satisfactory.

Deep tank (ss):- Fractures cut out and re-welded at toe of forward bracket and after butt weld of the horizontal girder to tunnel side plating.

Fracture in Upper Deck plating across the longitudinal bulkhead of Domestic F.W. Tank in No.4 'tween deck cut out and efficiently closed by welding.

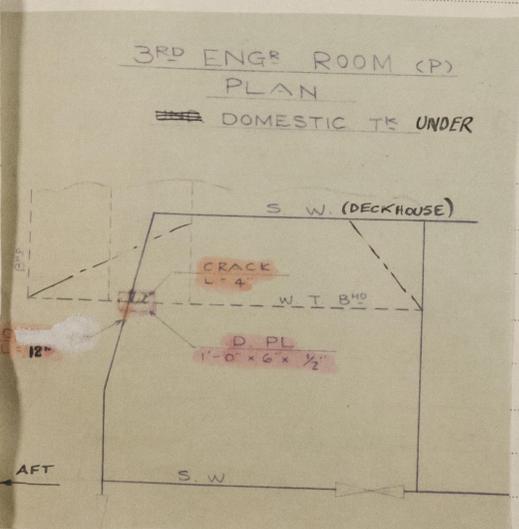
Small fracture at the top of longitudinal bulkhead in way cut out and welded. Length of deck fracture about 12" and situated just inside after bulkhead of Engineers House (ps).

For further details of these damages please see S.A. Damage Report previously submitted from this office.

Conditions of Class:- Nil.

Work Item:- Saloon front plating (ps) and shell plating indented not dealt with at this time.

Amach



N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.