

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. LA-6629

Port Nagasaki

8th March, 1958



This is to Certify that

J. MACLEOD

undersigned Surveyor to this Society did at the request of Messrs. Holme Ringer and Co. Ltd., Lloyd's Agents at Moji, and on behalf of the Salvage Association, London, attend on board the steamer "OAKBY" 7140 tons gross of West Hartlepool as she lay afloat at Nagasaki on 17th February, 1958 and subsequently in order to ascertain the nature and extent of damage stated to have been sustained

Negligence in continuing to steam the boilers inefficiently on a natural draught thereby causing excessive heat and fire in the uptakes on account due to the breakdown of the forced draught fan engine on three occasions,

- (a) 18th June 1957 off Panama Canal Zone, (b) 14th July 1957 and (c) 17th July 1957 off Honolulu whilst on a loaded voyage from Norfolk, Virginia to Yawata, Japan.

Heavy Weather on 17th and 18th January 1958 whilst on a voyage in loaded condition from San Pedro, U.S.A. to Inchon.

For further particulars please see Log Book certified extract attached. The Engine Log Book for the period covering voyage No.1 has been superseded and is not available here at this time.

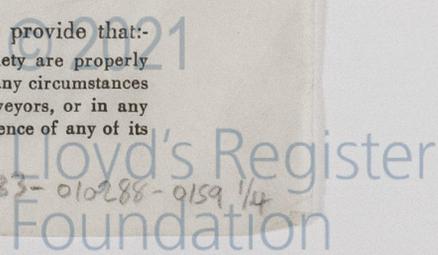
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Exp:

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

11.57. KOB

LONDON



Upon examination the undersigned.

FOUND

RECOMMENDED of uptakes to be  
examined, tested and

No.1

Inner uptakes badly buckled  
and distorted and opened at  
connections.  
Air baffle plates outside of  
uptakes also buckled and con-  
nections broken in places.  
Division plate inside the uptake  
casing badly buckled.  
Top plate of air heater box  
distorted locally.  
Approximately 50% air heater  
tubes defective.  
Base of inner funnel buckled  
about 3'-0" up from bottom  
and foundation angle also buckled.  
Air baffle plate around base  
of inner funnel slightly buckled.  
Smoke box doors slightly buckled.  
Smoke detection wiring and trays  
defective.

Division plates between smoke  
boxes buckled.

Remove all inner casing and renew  
complete.  
Remove outer (air baffle) casing,  
fair and refit where directed  
(approx 20%) and remainder renew.  
Remove inner funnel and crop and re-  
new the bottom part (3'-0") together  
with foundation bar.  
Renew division plate inside  
uptake casing.  
Division plates between smoke boxes  
to be cut out and part renewed.  
Fair and weld top plates of air  
heater boxes as directed.

Renew 50% of air heater tubes  
(Note:- Tubes supplied by Owners).

Odd fractures in way of superheater  
header steam pipe ducts to be  
re-welded.

Smoke box doors to be faired and  
overhauled.

All main steam and superheater  
pipes in way of uptakes to be  
removed for access, tested and  
refitted.

All disturbed insulation adjacent  
to uptake casing to be made good  
smoke detection ducts, lamps &  
wiring trays to overhaul and/or  
renew as necessary.

All parts adjacent to repairs  
to be cleaned down for examination  
and the parts of stokehold and  
fiddley to be cleaned where  
necessary.

Temporary power to be supplied  
including heating and lighting.  
Air heating tubes to be tested  
on completion.

No.2

Mooring Bollard (Cast  
Iron) on forecastle port and  
starboard fractured through.

Bollards to renew. (Double 12"  
dia x 25" high overall and  
base 5'-2" x 18". (2 off).

Temporary repairs to be carried  
out at this time by fitting 2 one  
inch dia through bolts in vicinity  
of fracture as indicated on each.



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Foundation  
059 2/4

Vertical text on the left margin, including:  
 REGISTER OF SHIPPING  
 KOBE, JAPAN.  
 No. 2  
 No. 1  
 No. 2  
 Certificate is to be held responsible for the undersigned...  
 For further information...

FOUND

RECOMMENDED

guard over windlass steam broken loose and stop valve handle bent.

To overhaul guard and refit, and stop valve spindle to renew.

guard over windlass drive wheel broken loose.

To overhaul and refit.

bell broken loose from port.

To be refastened to support.

Hatch (ps) guard over deck piece broken loose.

To overhaul guard and refit.

Hatch (p.s.) guard over pipe broken loose.

To overhaul guard and refit.

brackets connecting cargo winch to the adjacent hatch beams fractured through weld in four separate places i.e. No.1 (p & s) outboard bracket No.5 hatch (p & s) outboard bracket. 4 brackets.

Fractures to cut out and re-weld.

Tank (ps):-Horizontal girder in hull side plating fractured between connecting brackets on butt weld at mid length.

Fractures to cut out and re-weld.

shell stringer weld fractured at large connection to after bulkhead and bulkhead plating in fractured.

Bulkhead plating fracture to close by welding, flange of stringer to cut back and doubler to fit in way and re-connect by welding.

top plating fractured at bottom of after bulkhead stiffener adjacent to the bilge well.

No.7 d.b. tank to gas free, clean around area of hat well and cut out and weld fracture on the tank top. Bottom of bulkhead stiffener (T Bar) to cut away for access and afterwards re-connect. On completion the repair to be tested by pressure test.

Tank (ss):- Horizontal girder in hull side plating fractured on butt weld at toe of forward bracket and at after butt connection to transverse bulkhead girder.

Fractures to cut out and re-weld.

S. of Fresh Water Tank

Tween Deck (ps)

longitudinal bulkhead fractured on starboard side and upper deck plate fractured about 12" in fore and aft.

Fractures to vee out and close by welding. Composition in deckhouse to be removed for access also steam pipes on deck.



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The damage found in Item No.1 is, in the opinion of the undersigned consistent with the alleged stated cause (see also Salvage Association Report dated 17th January 1958 at Los Angeles, U.S.A.) From the remarks contained in the Masters Log it would appear that the major part, if not all the damage, took place on the first recorded incident i.e. 18th June 1957.

The damage found in Item No.2 is also, in the opinion of the undersigned consistent with the alleged stated cause. The ship arrived at Nagasaki on 16th February, 1958 and the repairers commenced work on 21st February 1958. The above recommendations which include all necessary staging, removals and painting of new and disturbed work were made with a view of placing the ship in the same good condition as before the alleged casualties occurred. Permanent repairs were effected (with the exception of the first item in Damage No.2 i.e. renewal of mooring bollards) by the repairers, Mitsubishi Zosen K.K., Nagasaki and were completed to the satisfaction of the undersigned by the morning of 7th March, 1958. The repair charge of Yen - Five Million and Ninety Nine Thousand, Five Hundred (¥5,099,500) is considered reasonable and compares favourably with prices prevailing in this country. The cost includes overtime, the excess of which over normal rates amount to ¥75,000. If overtime had not been worked the repairs would have necessitated a further three days and the Owners commitments could not permit this. Three days were lost when the ship arrived at Nagasaki due to the inability of the repairers to commence repairs. Owners repairs were carried out concurrently with the above repairs and accordingly certain charges for electric power, compressed air etc., have been agreed to be shared. The cost of the supply of air heater tubes supplied by the Owners has been incorporated in the account. The supply and final credit for electric radiators for heating was considered preferable to the supply of shore steam at ¥3,500 per hour.

SHIMONOSEKI Rpt.  
 Survey Fee £70-0-0  
 Expenses       /  
 Total £70-0-0  
 Applied for APR. 10. 1958  
**LONDON**

*MacLeod & J. Konojima*  
 Surveyors to Lloyd's Register  
 of Shipping

