

Rpt. 8

27 APR 1962

Port YOKOHAMA

No. 4205

Date of writing Report 31st March 1962

When handed in at Local Office APR 20 1962

Received London

Survey held at Tokyo

No. of Visits 4

First Date 19th Feb. 1962

Last Date 23rd Feb. 1962

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.

40766

on the Iron or Steel

S.S. ~~M/S~~

"MARINE TRAVELLER"

Tons gross 7164

Built at

Ver

By Whom

W. Coast S. B. Ltd.

When

Year 1943

Month 4

Owners

Grand Shipping Co., Ltd.

Owners' address

(If not already in R.B.)

Managers

Port of Registry Hong Kong

Surveyed Afloat or in Drydock in Drydock

Name of Dock

Ishikawajima-Harima Heavy Industries Co., Ltd., Tokyo

Date of last examn. in Drydock

23-2-62

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

Last Report: No. 4008

Port YITIA

To be filled in at Head Office.

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

Surveys 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 clearly 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 should 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 Cables 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		IMC	
with freeboard			
SS	1/57	E	1/57
Dkg	10/60	EM	7/61
		CL	10/59
		SPS	1/58

Give dates and references to any letters relating to this Report

In 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 None.

Freeboard as marked on ship and now verified Not Verified ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, PERIODICAL SPECIAL SURVEY, RENEWAL FREEBOARD SURVEY AND CONDITIONS OF CLASS.

Special Survey Due 1,62.

Vessel Now.

18 10/12 Years Old.

Recommendations were made for REPAIRS (Wear & Tear) as follows:-

SHELL PLATING.

Keel plate No. 2 from ford. holed and wasted and to be renewed. Lower part of stem plating scrubbed and to be fitted with shaped welded doubler. Bottom and side shell seam rivets (p & s) scrubbed and/or corroded and wasted and to be renewed (approx. 1500). Shell plating etc. ("G" and "H" strakes) in way of No. 5 Hold, port side, set in and to be staged for examination.

UPPER DECK PLATING ETC.

Plating ford in way of hawse pipe deck pieces worn and to be doubled. Deck plating abreast windlass (p & s) thin (4.5 m/m) and to be cropped and part renewed. Plating at ford end of No. 1 Hatch thin (5 m/m) and holed in way of steam pipes (to be removed for examination). Plating alongside hatch coamings - Port side from immediately ford of No. 1 Hatch to ford. part of No. 2 Hatch thin (5 m/m) and buckled and to be renewed; STARD. SIDE - from immediately ford. of No. 1 Hatch to

CONTINUATION OVER/OR SHEET 2 (Cont'd)

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired 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 No

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? No

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".

For the information of the committee.

For T. S. Lee & Self

J. R. Wilson
Surveyor to Lloyd's Register of Shipping
J. R. WILSON

Date of Committee

MONDAY 21 MAY 1962

Minute

Noted - See ltr. minute dated 9/3/62

mm

Write ltr. - 2/15



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TABLE 1

DOCKING, PERIODICAL SPECIAL SURVEY,
RENEWAL FREEBOARD SURVEY AND

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR CONDITIONS OF CLASS SURVEY.

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	No
Rudder lifted	Yes	A.P. "	Yes	No
Weather Decks, Superstructures and Casings	Part Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes	No
Hatchways, Covers, closing and securing appliances	Yes	(Nos. 5 & 8 Only)		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No	No
Holds	Yes (No. 5 Only)	Deep Tanks Aft.(p & s)	Yes (Part Only)	No
'Tween Decks	No	Oil Fuel Bunkers and Settling Tanks (Deep Tanks)	No	No
Fore Peak Spaces	No	Side Tanks	None	
After " "	No	Wing Tanks	None	
Engine Space	No	Other Tanks	-	
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	No			
Tunnel and Well	No	Cofferdams	Not applicable	
Coal Bunkers	None	Pump Rooms		
Chain Locker	Yes			
Other Spaces				
Have Tanks now Examined been Cleaned as Necessary?				Yes
Have Struts in Cargo Tanks (of Tankers) been removed?				Not Applicable
Have Tanks been Retested as necessary after completion of any Repairs?				No

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? Part Only

Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? Part Only

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

Has a Load Line Survey been held? Commenced If so, state which Renewal

Have the shell and deck plating been drilled as per Rule? Only as Reqd. 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 * See also body of Report

The present condition of the following parts in so far as examined is to be reported:—			
Shell plating	* Good	Ceiling and Cargo Battens	* Good
" " in way of side scuttles	Not Exd.	Cement or Asphalt	* Good
Rudder and Sternframe	* Good	Cargo and other Hatchways	* Good
Decks	* Good	Hatches and closing appliances	* Good
Superstructures and their closing appliances	* Good	Ventilators, their coamings and closing appliances	* Good
Coamings and Casings	* Good	Companionways and Skylights	* Good
Beams and Fastenings	* Good	Shell Openings	Good
Frames	* Good	Ash Shoots	None
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Not Exd.
Longitudinals	None	Freeling ports	* Good
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Not Exd.
Floors	* Good	Windlass examined and found	Not Exd.
Keelsons	* Good	Pumps	Not Exd.
Stringers	* Good	W.T. Doors	Not Exd.
Inner Bottom Plating	* Good		
Bulkheads and Tunnel	* Good		
Sluice Valves examined and found	None		
Air and Sounding Pipes	* Good		
Doubling Plates under Sounding Pipes	Good		
Masts and Rigging examined and found	Not Exd.		
Condition, how ascertained (State if wedges removed)	* Good		
Chain Locker	* Good		
EQUIPMENT			
Equipment Letter	a +		
Anchor, No. of	3Bls	Condition	Good
Cables (State if now ranged and examined)			Yes
" length	270 Fms.	mean diam.	See Report
" (on board)		Size	2 5/16"
" Rule Length	270 Fms.		
Hawsers and Warps	Sufficient		
State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.			No

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Part Only See Below

REMARKS, REPAIRS, Etc. (Contd.) point abaft No. 1 Hatch, thin (5.5 m/m) and buckled and to be renewed. Plating abaft this point also thin in way of seam joggle and to be cropped and part renewed. Plating between No. 1 and 2 Hatches thin and holed in way of steam pipes and to be part cropped and renewed and part doubled. Hatch side coamings (No. 1 & 2 portside) corroded and holed in way of steam pipes (to be removed for examination). Ford. deckhouse plating corroded and holed in way of steam pipes. Plating between No. 3 Hatch and ford. deckhouse and between Nos. 3 & 3A Hatches thin and to be fitted with welded doublers across. Nos. 3 and 3A, 4 and 5 hatch coamings corroded and holed, fiddley casing wasted and holed, all in way of steam pipes, (to be removed for examination). Steam pipes between No. 4 and 5 Hatches also to be removed for examination of plating (plating holed in places). Plating alongside No. 5 Hatch coaming, portside,

Cont'd Sheet 2

Survey Fee DS 115-0-0 Second Surveyor's Fee (if any) _____
 SS 50-0-0 Date when A/c. Rendered APR 20. 1962
 Special Damage or Repair Fee (if any) _____
 Travelling Expenses (if chargeable) 4-0-0

Rpt. 8

Port of YOKOHAMA

Continuation of Report No. 4205

Dated/

Sheet No. 2

27 APR 1962

hhl/MLD

thin (5/5 m/m) and to be part renewed. Plating between No. 5 Hatch and after deckhouse thin (4 m/m) and holed and to be renewed. Plating abreast ford. half of after deck house (s) thin (3.5 m/m) and holed and to be part renewed. Hatch coaming horizontal stiffeners parts holed and wasted and to be cropped and part renewed as necessary; coaming brackets thin and to be renewed as necessary.

No. 5 Hold

Tank top plating, port side ford, holed and adjacent plating thin (4 m/m). Tank top plating to be further drill tested. Lower part of transverse bulkhead plating between Nos. 4 and 5. Holds (p & s) holed and wasted and vertical stiffener bottom brackets thin and parts wasted.

FORE PEAK TANK

Slack rivets (approx. 100) to be renewed.

DEEP TANK AFT (p & s)

Heavy scale on bulkheads, D.B. tank top, and shell to be removed and tank staged for examination. Bhd. vertical stiffeners thin and bottom brackets wasted. Bulkhead plating corroded and thin in places and to be drill tested. ^{BHD:} Vert. stiffener at connection of F & A girder at outboard side of hatch (p & s) fractured and wasted. Bhd. and shell horizontal girder plating thin and to be drill tested.

No. 5 DOUBLE BOTTOM TANK (p & s)

Upper 2/3 of floor plates (p & s) thin and wasted and to be cropped and part renewed also side girder plating as necessary. Tank top plating to be drill tested.

No. 8 DOUBLE BOTTOM TANK (p & s)

Floor plates and side girder (p & s) thin and parts wasted and to be renewed as necessary. Tank top plating to be drill tested.

CHAIN LOCKER

Lower part of port and starboard bulkheads thin and holed in places and to be cropped and part renewed together with renewal of vertical stiffener and bottom brackets (thin) in way.

EQUIPMENT

9 lengths (135 fathoms) of chain cable (orig. dia. 2 5/16") found reduced to mean dia. of from 1 15/16" to 2 1/16" and to be renewed.

MISCELLANEOUS

4 air pipe and 3 ventilator coamings on upper deck to be renewed. 1 ventilator coaming to be part doubled.

CONDITIONS OF CLASS

1. Dry docking (Grounding)

Vessel examined in dry dock at this time but no evidence found of damage having been sustained by grounding.

2. Shell plates Nos. 7 and 8 in 4th below sheer and adjacent strake (p.s.f.) to be

specially examined and dealt with as necessary by next Special Survey.

Cont'd Sheet No. 3

0210 1/2

RECOMMENDED

Above shell plates to be cropped and part renewed. 3 side shell frames in way to be cropped, removed, faired and refitted.

- 3. Rudderstock and steady bearing to be specially examined and dealt with as necessary by next Special Survey.

RECOMMENDED

Rudder and stock to be removed for examination.

- 4. Fore Peak bulkhead and DT/ER bhd. etc. (ps) to be dealt with as necessary by next Special Survey.

RECOMMENDED

Fore Peak bulkhead plating to be cropped and part renewed. DT/ER. bhd. etc. not examined.

- 5. Indented shell plates A17, B16 etc., (ss from aft) to be specially examined and dealt with as necessary at next dry docking.

RECOMMENDED

Above shell plates to be cropped and part renewed.

- 6. Sheerstrake plating etc. at stern to be specially examined and dealt with as necessary at next docking survey.

RECOMMENDED

Sheerstrake plate in way to be cropped and part renewed.

APPENDIX ITEMS

'A' strake (p & s) also upper deck stiffened with minor corrugations unfaired.

Examined at this time and found efficient.

N. B.

Letter dated 24th February 1962 received from Owner's Agents (Copy forwarded to London Office) stated that the vessel was being withdrawn from class as from the above date, consequently it is not known if the above repairs were carried out as recommended.

J.R.



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