

Rpt. 8

Shimonoseki.

No. 953

Date of writing Report 6th May, 1959.

When handed in at Local Office

Received London

Survey held at Kasado, Japan

No. of Visits 5

First Date 25-4-59 xx

Last Date 4th May, 1959.

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.

84701

on the Iron or Steel ~~XX~~

S.S.

"WELLINGTON"

Tons gross 5100

Built at Sunderland

By Whom W. Pickersgill & Sons Ltd.

When 1930, 12

Owners Far Eastern & Panama Transport Corp.

Owners' address (If not already in R.B.)

Managers Wheelock Marden & Co. Ltd.

Port of Registry Panama

Surveyed Afloat or in Drydock Both

Name of Dock Kasado Dockyard

Date of last examn. in Drydock 28-4-1959.

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

Last Report: No. 761

Port SMK

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 Date of Special and of Drydocking Surveys, etc.	Machinery
100A1 (Dr) 8/56 with freeboard	LMC Engines 8/56
SS Smk (Dr) 8/56	Boilers M 9/57
Docking 9/57	Tailshaft CL 7/56N
	Steampipes 8/56

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

Freeboard as marked on ship and now verified 997 mm

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking, Conditions of Class, Commencement of Special Survey & Repairs.

Docking

Repairs Wear & Tear: All numbers from aft.

Shell plates: H 2, H 3 & G 4 (wasted) renewed (p.).

B 17 & H 16 (locally wasted) doubled (p.).

B 16 & F 17 (seams wasted) doubled over seams (p. & s.).

A number of rivets in way of No.1 hold forward (wasted) renewed (p.).

Upper deck: Inboard of stringer plate abreast No.4 hatch (wasted) 2 plates renewed (p.).

Stringer plate abreast No.1 hatch (wasted) renewed (p.).

No.4 hatchway forward corner under steering chain leading plates (wasted) doubled by EW. (p & s).

On completion of repairs shell & deck plates hose tested & found tight.

Hatchways:

Upper deck:- Nos. 2, 4 & 5 side coamings faired in place as necessary.

14 cleats renewed & 7 faired.

2nd deck:- Nos. 1 & 5 hatch coamings cropped & part renewed as necessary.

Nos. 2, 3 & 4 hatch coamings faired in place.

30 cleats renewed.

CONTINUATION OVER ~~XXXXXX~~

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? Yes, (No. C-7419), copy attached.

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 good condition and eligible in my opinion to remain as now classed with fresh record of DS 5/59 & SS with port & date on completion, subject to shell plates S.B 16 & 17, P. 16 & 17 being specially examined and dealt with as found necessary at next special survey, also to all conditions at present attached to the vessels class being dealt with as previously recommended.

A. Imaizumi
Surveyor to Lloyd's Register of Shipping
A. Imaizumi.

Date of Committee

TUESDAY 30 JUN 1959

Minute

DS 5,59 subject
TSS 59 MBS 59

Write file (m)

30m 4,57 T.

Noted for Header



© 2021

Lloyd's Register Foundation

010519 - 010525 - 0145 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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	No	Yes
Rudder lifted	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel) and Cofferdams	Nos. 4 & 5, Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	None	-
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	None	-
Holds	all Yes	Oil Fuel Bunkers and Settling Tanks	None	-
Tween Decks	all Yes	Side Tanks	None	-
Fore Peak Spaces	Yes	Wing Tanks	None	-
After " "	Yes	Other Tanks	-	-
Engine Space	Yes	Cargo Tanks (Tankers)	-	-
Boiler "	Yes	Cofferdams	not applicable.	-
Under Engines and Boilers	No	Pump Rooms	-	-
Tunnel and Well	Yes			
Coal Bunkers	None			
Chain Locker	No			
Other Spaces	None			
			Have Tanks now Examined been Cleaned as Necessary?	Yes
			Have Struts in Cargo Tanks (of Tankers) been removed?	-
			Have Tanks been Retested as necessary after completion of any Repairs?	Yes

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? No

Have the bilges been cleaned out and examined? Yes

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

Has a Load Line Survey been held? Yes If so, state which A.L.L.

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? 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

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	good	Ceiling and Cargo Battens	good	Sluice Valves examined and found	none
" " in way of side scuttles	good	Cement at	good	Air and Sounding Pipes	good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	good
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	good
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	good	Condition, how ascertained (State if wedges removed)	from deck not ex'd.
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	
Beams and Fastenings	good	Shell Openings	none	EQUIPMENT	
Frames	bulb	Ash Shoots	good	Equipment Letter	at
Reverse Frames	good	Overboard Discharges and Scuppers	good	Anchors, No. of 3B 1S Condition	good
Longitudinals	good	Freeing ports	good	Cables (State if now ranged and examined)	
Transverses	good	Steering Gear (Main and Auxiliary) examined and found	Both good	" length 270 fms 5 L. 50	
Floors (Nos. 4&5 DET)	good	Windlass examined and found	good	" (on board) 270 fms 5 L. 54	
Keelsons (")	good	Pumps " " "	good	" Rule Length 270 fms Size 59	
Stringers (")	good	W.T. Doors " " "	good	Hawsers and Warps	sufficient
Inner Bottom Plating	good			State if any Anchors or Chain Cable have now been supplied or retested, if so,	No
Bulkheads and Tunnel	good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Part Yes See Below the body of Report.

REPAIRS, (Contd.) F'cle deck small hatchway steel covers renewed.

~~XXXXXXXXXXXXXXXXXXXX~~ F'cle space chain pipe cropped & part renewed (p.).

Deck plate in way (wasted) doubled.

Holds:

No.1 hold:- Panting stringer intercostal plates (wasted) 13 plates renewed (p.& s.).
Local doublers fitted on collision bulkhead at stringer bracket connections (p&s).
After bulkhead (wasted) cropped & part renewed.

No.4 hold forward bulkhead stiffener bottom 3 brackets renewed.

No.5 hold:- Shaft tunnel recess top 2 frame brackets renewed & 2 faired (s.).
Tunnel side plate part doubled.

All hold bilges cleaned and coated cement. (Contd.)

Survey Fee	Docking	¥10,000	Second Surveyor's Fee (if any)	
Commencement of S.S.		30,000		
Special DOCK Repair Fee (if any)		30,000	Date when A/c. Rendered	26 MAY 1959
Sunday Attendance Fees		16,000		LOCALLY
Travelling Expenses (if chargeable)		12,500		

t. 8

- 3 -

Port of Shimonoseki. Continuation of Report No. 953 dated 6-5-1959, on the "WELLINGTON"

Bilge pumping tried and found satisfactory.
Rudder lifted & 2 gudgeon bushes renewed.
Anchor chain cable link studs (loose) retightened.
Steering gear overhauled, adjusted. 1 length of chain (ssf), 3 rod pins & 8 rollers of spring buffers renewed.
10 vent wood covers renewed.
Machinery casing top ventilator coamings repaired as necessary.
2 air pipes on f'cle deck renewed.
Guard rails etc., repaired as necessary.

Commencement of Special Survey:

D.B. Tanks:
Nos. 4 & 5 D.B. Tank top plate in way of aft bulkhead of No.4 hold - 6 strakes (wasted) renewed. Bulkhead bottom cropped & part renewed & 11 stiffener bottom brackets in way renewed.
No.4 D.B. Tank top 3 plates (wasted) renewed (p&s) each.
40 gusset angles in way of renewals renewed.

On completion of repairs Nos. 4 & 5 D.B. Tanks tested & bottom plate, tank top & tank ends etc., found tight.
At the request of the Owners Nos.4 (p&s) & 5 D.B. Tanks examined internally, as a part of commencement of Special Survey, and found satisfactory.

It was stated that when the main engine will be renewed in September-October, 1959 the Owners may decide to carry out next Special Survey (due 8/60) in advance.

Conditions of Class:
45 fathoms worn chain cable on board to be renewed at the earliest opportunity. These cables not dealt with at this time.
The Master stated these cables may be renewed next Special Survey expected in September next.

Appendix:
Tank top plating in Nos. 2 & 4 holds and thrust recess plating indented. No.4 hold indented plate now renewed.
No.2 hold & thrust recess plating found to remain efficient.

The ship is now recommissioning after being laid up for 6 months.

A. Kuroki

Eng. J. J. ... noted
25 JUN 1959

