

Rpt. 8

Port Yokohama

No. 3815 27.10.1961

Date of writing Report 20th Sept. 1961

When handed in at Local Office 16.10.1961

Received London

Survey held at Tsurumi &amp; Yokohama

No. of Visits 11

First Date 19th July 1961

Last Date 7th Aug. 1961

DISCLOSED  
SECTION

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

DISCLOSED  
SECTION

No. in R.B.

25211

on the ~~Iron~~ Steel M.S.

"ORIENTAL QUEEN"

(TWIN SCREW)

Tons gross 11004

Built at Bel

By Whom Harland &amp; Wolff Ltd.

When 1936

Month 4

Owners Pacific Transport Panamanian (Panama) Co. Inc.

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

Panama

Managers

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock N.K.K. Asano Dockyard

Date of last examn. in Drydock 5 - 8 - 61

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

Last Report: No. 8819  
To be filled in at Head Office.

Port Kob

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100 A1		+LMC	
with freeboard		CS	12/60
SS (P)	9/60	d	9/60
Dkg	3/61	CL P	8/58
		S	8/57

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 4017 m/m ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING SURVEY ALTERATIONS CONDITION OF CLASS AND COMMENCEMENT OF SPECIAL SURVEY (PROG)

## REPAIRS (WEAR &amp; TEAR)

Now Done :-

Keel plating on P & S sides of flat bar keel in way of after end of No.1 D.B. tank and ford end of No.2 D.B. tank worn and part pitted.

Pittings made good by electric welding and welded doubling plates fitted (P & S) between keel butts 52/3 and 64/5 also between frs. 49 1/2 and butt between frs. 52/3.

Other minor repairs effected.

## COMMENCEMENT OF SPECIAL SURVEY (PROGRESSIVE)

Now Done :-

Internally examined :- Fore Peak Tank ; Nos.1 & 2 Double Bottom Tanks; Deep Tanks in Nos.2 & 4 Holds; Lub. Oil Double Bottom Tank (stard); Dirty Lub. Oil Double Bottom Tank (P & S).

Tested :- No.1 D.B. Tank; Deep Tanks in Nos.2 & 4 Holds; No.2 Double Bottom Tank (in way of Deep Tank in No.2 Hold only); No.6 Double Bottom Tank (in way of Deep Tank in No.4 Hold only). (Cont'd)

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fair'd or Repaired								
Fair'd 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.3815 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 surveyed is eligible in our opinion to remain as classed and to have record of Docking Survey 8,61, and the notation of SS (P) with date on completion, subject to set in shell plates J6 and 7 and K6 and 7 stard side from ford, being specially examined and dealt with as necessary at the next Docking Survey but without condition regarding testing of repairs to ford tunnel side tank, stard side.

P.F.H. BREBNER & J.R. WILSON  
Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 4 DEC 1961

Minute

DS 8.61 Subject  
B.H. TS 8.61 DBS 8.61



TABLE 1

DOCKING SURVEY ALTERATION CONDITION OF  
CLASS AND COMMENCEMENT OF SPECIAL SURVEY (PROG)

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	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel) and Cofferdams	Nos. 1 & 2 Lub. Oil Tank (S) Dirty L.O. Tank (P & S)	No. 1 Nos. 2 & 6 in way of Respective Deep Tank only
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks in Nos. 2 & 4 Holds	Yes	Yes
Holds	Yes (Nos. 1, 2 & 4)	Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks (Lower)	Yes (Nos. 1, 2, 4 & 5)	Tunnel Side Tanks Ford(S)	-	Yes (In way of previous repairs only)
Fore Peak Spaces	No	Wing Tanks	-	
After " "	No	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				
		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?		

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? Yes

Have the bilges been cleaned out and examined? Yes

Has cement in bottom been 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? None

Has a Load Line Survey been held? No If so, state which

Have the shell and deck plating been drilled as per Rule? Not reqd. If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? Yes 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 or Asphalt	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
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	f + 2 1/4" SQ
Reverse Frames	Good	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3BLS Condition Not Exd.
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	No
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Good	" length Stated mean diam. (on board)	
Floors	Good	Windlass examined and found	Good	" Rule Length Complete Size	
Keelsons	Good	Pumps	Good	Hawsers and Warps	Sufficient
Stringers	Good	W.T. Doors	Good	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Good			now been supplied or retested, if so	
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.)

Examined :- No. 1 Hold including bilge suction.  
No. 1 Lower and Upper tween deck spaces.

#### ALTERATIONS

##### Sidescuttles

26 - 300 m/m Dia. opening sidescuttles (F & S) now fitted to side shell plating in way of lower tween decks (Nos. 1, 2, 4 and 5), serving deck passenger spaces.

Cont'd Sheet No. 2.....

LR-FAF-TB14-192 413

Survey Fee DS ¥ 15,000.-  
Alt. ¥ 70,000.-  
Com. SS ¥ 140,000.-  
Special Damage or Repair Fee (if any)  
Spl. Attn. ¥ 14,000.-  
Travelling Expenses (if chargeable) ¥ 6,500.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered

OCT 20 196



All sidescuttles of substantial construction of bronze and of approved pattern (equivalent to BS 3024; 1947 table 4). Deadlights of malleable cast iron.

Height to sill of lowest sidescuttle above top of keel (23'-4 5/8" @ 72'-6" aft of  $\Sigma$ )

#### Deep Tanks

Fresh water tank fitted in No.2 Hold between Frs. 37 and 57 and extending to orlop (4th) deck; longitudinal bulkhead at 8'-0" off centre line (P & S).

All in accordance with copy of approved plan attached.

Air pipe (100 m/m dia. x 915 high) fitted on Awning deck and provided with wood plug and canvas cover.

Sounding and suction piping fitted to Rule requirements.

Space between tunnels in No.4 Hold plated over to form Fresh Water Tank.

All in accordance with copy of approved plan attached.

Air pipe (100 m/m dia. x 460 m/m high) fitted on Promenade Deck and provided with wood plug & canvas cover.

Sounding and suction piping fitted to Rule requirements.

Existing scupper opening (P & S) at after end of tunnel top plating now plated over.

New bilge hat fitted at after end of tunnel top plating (P & S) - See copy of plan attached - and suction and sounding piping fitted to Rule requirements.

#### Trunked Hatchways

Companionways fitted in No.1 trunked hatch at main (2nd) deck level giving access to deck passenger spaces in lower tween decks. Hinged steel doors operated both sides (1 - port side aft and 1 - fwd. end stard.) 1600 x 600 sill 300. Openings previously cut in No.1 trunked hatch at Awning (fbd) deck level (within fcsle space) now permanently closed with welded steel plates.

Companionways fitted in No.4 trunked hatchway at main (2nd) deck level giving access to deck passenger spaces in lower tween decks. Hinged steel doors, operated both sides (2 P and 2 S), 1600 x 900 sill 320. Opening previously cut in No.4 trunked hatchway, port side, at Awning (Fbd) deck level (within bridge space) now permanently closed with welded steel plate.

On account of fitting side scuttles in the lower tween decks and at the request of the Owners, the summer freeboard increased to 4017 m/m when not more than 12 passengers carried. C.1 freeboard assigned by Japanese Maritime Bureau - 4782 m/m.

General Examination of the freeboard items carried out and same were found or placed in good condition. L.L.S.T. issued on completion.

All alteration items affecting freeboard have been noted on Report C11 (contd.) which has been placed on board the vessel and copy forwarded to Freeboard Dept.

#### CONDITIONS OF CLASS

1. Shell plates J6 and 7, K6 and 7 (s.s. from fwd.) to be specially examined and dealt with as necessary at the next dry docking.

The above plates examined at this time and remain efficient. The Owners Superintendent requested that necessary repairs be deferred until the next dry docking which is thought to merit the favourable consideration of the Committee and it is recommended that the vessel's class be continued subject as previously recommended.

2. Repairs to the forward tunnel side tank (stard side) to be tested by the next dry docking.

C.S.R.

FLS  
Jm  
Noting  
ML  
21.12.61



The above tank tested under pressure at this time in way of parts previously repaired and found tight. It is recommended that this item be now deleted from the vessel's class.

APPENDIX ITEMS

1. A. centre line sheerstrake plate indented.
2. Shell plate in 1st strake below sheerstrake between Frs. 39/40 (p.s.) slightly indented.

The above plates examined at this time and remain efficient.

N.B. The above items to be retained as stated above.

*J.R.*