

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)



Port

LSA - 84

YOKOHAMA

7th January 1954

This is to Certify that

R. TANEDA

the undersigned Surveyor to this Society did at the request of Messrs. Cornes & Co., Lloyd's Agents, on behalf of London Salvage Association, attend on board the Steel Screw Steamer "DARFIELD" 7109 tons gross of London, whilst afloat at Tokyo on 4th January 1954 and subsequently, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained through stress of weather, whilst on voyage from San Pedro to Tokyo.

It was reported that on 10th December 1953 very rough seas were encountered with wind force SSW 7 to 8; with vessel pitching and rolling and shipping heavy seas. Similar conditions prevailed on 13th December 1953. On the following day the cement plugging P. anchor spurling pipe was found to be broken and washed away, and the vessel was turned to East at 1400 hours and was brought back to course at 1530 hours when spurling pipe was temporarily sealed. On 15th December 1953 there was a slight improvement in the weather, but on 17th December wind force 7 NNW was experienced with rough sea and heavy confused swell, and seas sweeping decks fore and aft. On 19th December 1953 whole gale was blowing force 10 NNW, with heavy water pounding on fore deck and sweeping decks amidships and aft.

Speed was reduced on 27th December 1953, being hove to at 0100 hours; very heavy seas were shipped amidships completely submerging centre of ship and the B.O.T. gangway was carried away and smashed. On 1st January 1954 vessel was pitching, rolling, and labouring, and shipping heavy water fore and amidships.

For fuller particulars please see deck log books.

The undersigned upon examination.

FOUND

RECOMMENDED

- | | |
|--|---|
| (1) P & S Hawse pipes welded connections broken at deck. | (1) To see out and re-weld connections at weather deck. |
| (2) Windlass cable leading lever at S. side carried away from fastening. | (2) To fair and refasten lever at this time. |

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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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatsoever to be held responsible for inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Agents of the Society."

Rpt. 10.)

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- (3) Goose neck air pipes to Nos. 1 & 3 D.B. Tanks carried away above weather deck and lost.
- (4) Spurling pipe cement covering washed away & chain locker filled with sea water.
- (5) Forecastle head bell carried away and lost.
- (6) Electric cables in fore peak store space saturated by sea water.
- (7) Two fresh water pipes amidships (port fwd. & aft) broken.
- (8) Expansion bend of deck service pipe, broken.
- (9) Filling pipe to crew's sanitary tank, broken.
- (10) Port bow hand rails and stanchions bent & part carried away.
- (11) B.O.T. Gangway carried away badly smashed and part lost overboard. (original length 35')
- (12) No. 3 A hatch tarpaulin stated to have been torn & ripped away by loose portion of gangway.
- (13) Steel battens & steel chequered plates covering deck steam pipes & smothering steam valve boxes badly buckled and bent & some missing.
- (14) Carpenter's shop stated to have been flooded out several times and supply of cement damaged.
- (15) One life buoy and holmes light reported carried away and lost overboard; bracket broken.
- (16) Life belt box canvas cover reported blown overboard.
- (17) Stbd. door of stockhold hinges strained; locking bracket broken, and casing around doorway, buckled.
- (3) To renew both goose neck air pipes above weather deck at this time.
- (4) To renew cement cover and pump out chain locker.
- (5) To renew bell at this time.
- (6) To megger test circuits, and same to be dealt with as necessary.
- (7) (a) To renew approx. 2 ft. of fwd. fresh water pipe.
(b) To renew approx. 3 ft. of aft. F.W. pipe at this time.
- (8) To repair expansion bend patching as temporary repair at this time and to renew expansion bend at Owner's convenience as permanent repair.
- (9) To renew pipe, 4' in length at this time.
- (10) To fair one stanchion and to renew 10 ft. of hand rails at this time.
- (11) To renew B.O.T. Gangway 35 ft. in length.
- (12) To renew hatch tarpaulin 24' x 11'.
- (13) To renew and/or refit approx. 205 ft steel battens and approx. 18 sq. ft. chequered plates.
- (14) To clean out Carpenter's shop and to supply three bags of cement.
- (15) To renew bracket, life buoy and holmes light.
- (16) To renew canvas cover.
- (17) To repair hinges and to renew locking bracket of steel door, and to fair casing in way.



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Cont'd Sheet No. 3

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(18) Ford towing wire reel cover carried away and washed overboard.

(19) Cement flooring in Officer's alleyway lifted stated due to flooding by sea water.

(20) Deck lighting amidships saturated by sea water.

(21) Refrigerator condenser water service pipe broken.

(22) Steam and exhaust pipes amidships for domestic purposes, both broken.

(23) Stbd. after wood motor driven lifeboat, chocks stated to have been washed away and lost; lifeboat stated to have swung loose and now strained; boat cover ripped; and Jacob's ladder reported lost overboard.

(24) Port after lifeboat chocks loosened from fastenings by heavy seas, and brackets of chocks bent.

(25) Port ford lifeboat chocks loosened from fastenings by heavy seas and locking hooks broken, and brackets of chocks bent.

(18) To renew cover.

(19) To part renew flooring.

(20) To megger test lighting circuit and these to be dealt with as necessary.

(21) To part renew (approx. 6'-0" long 1 1/2" dia.) at this time.

(22) To part renew steam and exhaust pipes (approx. 3 ft & 6 ft. respectively).

(23) (a) To renew boat cover, Jacob's ladder, and boat chocks.

(b) To examine wood lifeboat in water for leakage and to deal with same as necessary.

(c) To remove, test and repair as necessary, and to replace buoyancy tanks.

(d) To open up engine for examination and repair.

(24) To refasten chocks and to fair brackets.

(25) To refasten chocks; and renew locking hooks, and to fair brackets.

The recommendations to above items Nos. 2, 3, 5, 7(a), 8, 9, 10, 21 were now efficiently carried out by Messrs. Ishikawajima Heavy Industries Co., Ltd., Tokyo.

The work of repairs etc. was commenced on 4th and completed by 6th January 1954.

The cost of repairs to items Nos. 2, 3, 5, 7(a), 8, 9, 10, 21 amounted to Yen One Hundred and Five Thousand, and Six Hundred Only (¥ 105,600.); which charges are considered as being fair and reasonable.

The remainder of the damage items can safely be deferred to a time convenient to the Owners.

CAUSE The damage found as noted above is, in the opinion of the undersigned consistent with the cause alleged, viz, thro' stress of weather.

The above recommendation are made with a view to restoring the vessel, with respect to damage, to the conditions she was in prior to the accidents.

It was also recommended that any removals necessary to facilitate the repairs be replaced in good order and that satisfactory tests be carried out on completion; and thereafter all new and disturbed work be re-coated as formerly.

Submitted without prejudice.

Surveyor to Lloyd's Register
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