

Rpt. 8

Date of writing Report 14th July, 1959

Port COLOMBO.

No. 4448

When handed in at Local Office

Received London

Survey held at COLOMBO.

No. of Visits FOUR

First Date 26th 6 / 19 59

Last Date 8th / 7 / 19 59

## REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

59103

S.S.

on the Iron or Steel ~~XXX~~

"EFFIGINY"

It at Amble

By Whom

Amble S.B. Co.Ltd.

Tons gross 871

Year

1924

Month

6

Ambassador Steamships Ltd.

Owners' address

(If not already in R.B.)

F. Collis &amp; Co.Ltd.

Port of Registry

BOMBAY

Afloat or in Drydock

Both

Name of Dock

Colombo Graving Dock,

Date of last examn. in Drydock

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

Last Report: No.

4381

Port

C/50

to be filled in at Head Office.

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

SHIP'S CLASS			Machinery
Date of Special and of Drydocking Surveys, etc.			
+100A1	OK		+LMC Engine 2/59
Dkg.	OK	6/58	M Boiler 2/59
SSCbo	OK	4/55	CL Tail shaft 12/56
(Dr)	OK	10/50	Steam pipes 2/59
	OK		

Repairs 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 fully 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 lifted 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, either on account of Damage (the alleged cause of which must be stated) should be separated. 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 Decking is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Plates are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

London letter to Owner

dated 12/3/59

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. **SEE DAMAGE**

REPORT No. C.3155 ATTACHED.

Freeboard as marked on ship and now verified

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR

COMMENCEMENT OF SPECIAL SURVEY

(Vessel examined in drydock)

FOUND

Main and superstructure decks, shell and keel plates found from visual examination generally thin, due to deep pitting and corrosion.

Starboard side shell plate, 3rd from fore in A strake holed locally about 3 inches diameter between frames Nos.56 and 57 in way of No.1 hold.

Bulkhead between Nos.1 and 2 holds, holed locally over an area of 6 inches x 6 inches at the port side at a height of approximately 5 feet from bottom of bulkhead.

No.1 hold bilge suction pipe port side fractured at the junction of the last two lengths at a position about 5 feet above the strum.

Main deck wasted through at the starboard side of No.2 hatch for the full length of hatch.

Poop deck holed locally about 2 inches diameter at the starboard side in way of the starboard oil fuel tank top.

RECOMMENDED

Main and superstructure decks, shell and keel plates be drill tested now.

The Owner stated that due to financial difficulties, he was unable to carry out the recommendations and after completing the following temporary repairs the

CONTINUATION ~~XXXXXX~~ SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Moved and Fair'd or Repaired								
Red or Repaired in place								

Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to No.

Is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes.

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 vessel, is eligible to obtain a fresh record of docking 7,59 subject to all wasted deck, shell and keel plates being drill tested now and to any other outstanding conditions of class being dealt with as previously recommended.

R.L. item in respect of worn shell plates 6 & 7 (psf) in 1st strake below sheer, not dealt with at this time due to Owners stated financial difficulties.

R.L. item in respect of renewal of Bower anchor not dealt with at this time due to Owners stated financial difficulties.

*Surveyor to Lloyd's Register of Shipping*

Minute of Committee

FRIDAY 21 AUG 1959

Minute

Cable Cho

Noted for Header

30m.4,57

NOTED FOR POSTING

TUESDAY 26 JAN 1960

Amend notation to "to be broken up - Glass Suspended 8,59"

002853-002857-0145/2



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SPECIAL

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		
Rudder lifted	No	A.P. "		
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (Indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	No Except in way of No.1 Hold Damage.	Deep Tanks		
Tween Decks	No	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	No	Side Tanks		
After "	No	Wing Tanks		
Engine Space	No	Other Tanks		
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	No			
Tunnel and Well	No	Cofferdams		
Coal Bunkers	None	Pump Rooms		
Chain Locker	No			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary? No (Shell &amp; Keel lightly scraped and re-coated)

None.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

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

Have the shell and deck plating been drilled as per Rule?

Have any alterations to the approved scantlings and arrangements now been effected? No

If so, Report 8(Dr) to be attached

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 &amp; 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	Generally thin.	Ceiling and Cargo Battens	Not Examined.	Sluice Valves examined and found	-
" " in way of side scuttles	Good but rudder pintle clearances not taken.	Cement or Asphalt	-do-	Air and Sounding Pipes	-
Rudder and Sternframe	Generally thin.	Cargo and other Hatchways	Generally pitted	Doubling Plates under Sounding Pipes	-
Decks	Generally thin.	Hatches and closing appliances	Generally thin.	Masts and Rigging examined and found	Rigging FROM DECK. Corroded.
Superstructures and their closing appliances	Generally thin.	Ventilators, their coamings and closing appliances	Generally thin.	Condition, how ascertained (State if wedges removed)	NOT EXAMINED.
Coamings and Casings	Not Examined thin.	Companionways and Skylights	-	Chain Locker	-
Beams and Fastenings	-do-	Shell Openings	Good	EQUIPMENT	
Frames	-do-	Ash Shoots	-do-	Equipment Letter	
Reverse Frames	-do-	Overboard Discharges and Scuppers	Not Examined	Anchors, No. of	Condition
Longitudinals	-do-	Freeing ports	-do-	Cables (State if now ranged and examined)	
Transverses	-do-	Steering Gear (Main and Auxiliary)	-do-	length (on board)	mean thin.
Floors	-do-	examined and found	-do-	" Rule Length	Size
Keelsons	-do-	Windlass examined and found	-do-	Hawsers and Warps	NOT EXAMINED
Stringers	-do-	Pumps	-	State if any Anchors or Chain Buoys here	
Inner Bottom Plating	None	W.T. Doors	-	now been supplied or replaced, if so,	
Bulkheads and Tunnel	Not Examined.			complete Report 8(Eq) and attach	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Docking - Rs.156.00

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) Rs.180.00

Date when A/c. Rendered

Late Fee - Rs.100.00

Travelling Expenses (if chargeable) Rs.18.00

14th July, 1959

RPT 8  
Rex Rex

Port of COLOMBO

Continuation of Report No. 4448

dated 14th July, 1959

S.S. "EFFIGYNY"

on the

vessel was placed afloat in Colombo harbour.

## NOW DONE

Welded doubling plates fitted over holes in the starboard side A strake between frames 56 and 57, bulkhead between Nos.1 and 2 holds and on the main deck at the starboard side of No.2 hatch.

No.1 hold port bilge suction pipe butt welded at fracture.

## DAMAGE REPAIRS

At Owner's request attended on board whilst the vessel lay afloat on account of flooding in Nos.1 and 2 holds stated due to heavy weather encountered whilst vessel at anchorage in Colombo Roads on the 22nd June, 1959. The Owner stated that the vessel was listing alternately from Port to Starboard and the vessel sinking.

## FOUND

A considerable amount of lower hold cargo in Nos.1 and 2 holds had been removed into the tween or main deck to enable the local fire brigade to obtain access for pumping purposes. The vessel was at the time of examination listing approximately 10° to starboard. Vessels Master stated that the engine room bilge pumps could not deal with the volume of water leaking in. In consideration of the stability of the vessel the Master was advised to discharge the main deck cargo and also the tween deck cargo and with the aid of a diver attempt to find the source of leakage.

The deck cargo was discharged and when the vessel was again visited it was found to be in an upright and stable condition. The diver reported that the source of leakage could not be found and pumping by the fire brigade was continued until all the cargo was discharged and the vessel placed in dry dock.

Upon examination in dry dock the starboard side A strake plating in way of No.1 hold, bulkhead between Nos.1 and 2 holds and the bilge suction pipe in No.1 hold were found as stated earlier in this report.

*Not Done*  
(N.A. DAWSON)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

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Lloyd's Register  
Foundation

002853-002857-0145 3/2