

Rpt. 8

Port Liverpool.

Date of writing Report 21. 1. 59.

When handed in at Local Office

Received London

Survey held at Birkenhead.

No. of Visits 10.

First Date 16. 12. 58.

Last Date 20. 1. 59.

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.

83013

on the ~~XXX~~ ~~or Steel~~ ~~MS~~

S.S.

"TROCHISCUS"

Built at

Portland

By Whom

Kaiser Co. Inc.

Tons gross

10685

Year

1944

Month

Owners

Shell Petroleum Co Ltd.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

London

Surveyed Afloat or in Drydock

~~Drydock~~

Name of Dock

Cammell Laird

Date of last examn. in Drydock 6. 1. 59.

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

Last Report: No.

Port

To be filled in at Head Office.

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

veys 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 early 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 could 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 plates 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

Date of Special and of Drydocking Surveys, etc.

Machinery

100AL	3.58	LWC CS	1.57
S.S. Bkn (Dr)	1.57	PS.M	12.57
carrying petroleum in bulk		TS.CL	11.56
		S.S. S	11.55

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 9 ft 2 3/4 ins

offered and declined

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

Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Docking, Annual Load Line Survey and Conditions of Class.

Damage, stated contact with quay wall at entrance to Cammell Laird's Basin, Birkenhead on the 7th January, 1959.

Found, abreast Nos.2 & 3 wing cargo tanks (port side).

Shell plate G7 from forward set in.

Longitudinal frames Nos.7,8,9 from deck set in with shell plate.

Bulkhead Nos.2/3 tanks :- wing plate locally buckled and

3 frame end brackets slightly buckled.

Structure specially examined with a view of deferring permanent repairs, at the request of the Owners Representative, and considered efficient until the Special Survey.

Repairs in my opinion were considered to be not necessary at this time.

Wear & Tear Repairs Effected.

(port)

Shell plate No.2 from forward in F strake/found with extensive horizontal fracture. Plate renewed ^{AND} on completion fore peak tank tested and repairs proved tight. Sternframe heel plate (starb) part cut away and slight fracture in solepiece at edge of heel plate cut out, veed and

CONTINUATION OVER SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								On examination repairs considered to be not necessary at this time.
Removed and Fair'd or Repaired								Structure found efficient.
Drilled 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

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

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 ship so far as now seen is in an efficient condition and in my opinion eligible to remain as classed with fresh record of D.S. 1.59 subject to permanent repairs being effected to set in shell plate G.7 etc. (p.s. forwd); and to set in and indented shell plates J6,8,14 H6,7,14 (s.s.f) and J6,8 H6,7, G6,7 (p.s.f) and set in shell plate H6 etc. (p.s.f) abreast No.2 wing tank being further examined and dealt with as found necessary at the Special Survey also to sternframe sole piece (E.W. 12,57 & 1,59) being specially examined at the next drydocking.

Appendix to S.R.L. - Items as previously recommended.

Thos J Roberts
Surveyor to Lloyd's Register of Shipping

Minute

LIVERPOOL

3-MAR 1959

Noted for Header

MBD 1.59

Write to Jom.

Noted for Header

002956-002969-0232 1/4

TABLE 1

Damage, Docking, Annual Load Line

and Conditions of Class.

SURVEYS

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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.	Yes.
Rudder lifted	No.	A.P. "	-	Yes.
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.	Deep Tanks		
"Tween Decks	No.	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	No.	Side Tanks		
After " "	No.	Wing Tanks		
Engine Space	Yes.	Other Tanks		
Boiler " "	No.	Cargo Tanks (Tankers)	Wings Nos. 4, 6, 7 (s) } Nos. 3, 5 " Nos. 2, 5, 6, 7 (p) } Yes. No. 6 w Centres Nos. 2, 4, 5, 6, 7	
Under Engines and Boilers	No.	Cofferdams		
Tunnel and Well	None.	Pump Rooms		
Coal Bunkers	No.			
Chain Locker	No.			
Other Spaces	No.			
			Have Tanks now Examined been Cleaned as Necessary? Yes.	
			Have Struts in Cargo Tanks (of Tankers) been removed? No.	
			Have Tanks been Retested as necessary after completion of any Repairs? Yes.	

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?

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

Has a Load Line Survey been held? Yes If so, state which Annual

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

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	Efficient.	Ceiling and Cargo Battens	Not examd.	Sluice Valves examined and found	Not examd.
" " in way of side scuttles	Not examd.	Cement or Asphalt	Not examd.	Air and Sounding Pipes	Not examd.
Rudder and Sternframe	Efficient.	Cargo and other Hatchways	Efficient.	Doubling Plates under Sounding Pipes	Not examd.
Decks	Efficient.	Hatches and closing appliances	Efficient.	Masts and Rigging examined and found	Efficient.
Superstructures and their closing appliances	Efficient.	Ventilators, their coamings	Efficient.	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Efficient.	and closing appliances	Efficient.	Chain Locker	Not examd.
Beams and Fastenings	pt. examd. Efficient.	Companionways and Skylights	Efficient.	Equipment Letter	(st) 2/16 S.Q.
Frames	Not examd.	Shell Openings	Efficient.	Anchors, No. of	3B 1S Condition Good.
Reverse Frames	Not examd.	Ash Shoots	None.	Cables (State if now ranged and examined)	Yes.
Longitudinals	pt. examd. Efficient.	Overboard Discharges and Scuppers	Efficient.	" length 330 fms. mean diam. 2 1/2"	
Transverses	pt. examd. Efficient.	Freeing ports	Efficient.	" Rule Length 330 Size 2 1/2"	
Floors	Not examd.	Steering Gear (Main and Auxiliary)	Efficient.	Hawsers and Warps	Sufficient.
Keelsons	Not examd.	examined and found	Efficient.	State if any Anchors or Chain Cable have	None.
Stringers	pt. examd. Efficient.	Windlass examined and found	Efficient.	now been supplied or retested, if so,	
Inner Bottom Plating	Not examd.	Pumps " " "	Not examd.	complete Report 8(Eq) and attach.	
Bulkheads and Doors	pt. examd. Efficient.	W.T. Doors " " "	Efficient.		

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

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee W. & T. Rep.

Second Surveyor's Fee (if any)

Special Damage Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

Rpt. 9a Cont. Sheet 2.

Port of Liverpool.

Continuation of Ship's Report No. 8.

Continuation of Report No.

dated 20. 1. 59.

on the

on the S.S. ~~XXXX~~ "TROCHISCUS"

(Continued).

efficiently welded. Part new heel plate of extended length fitted.

On completion after peak tank tested and repairs proved tight.

Shell seams (E.W.) p&s forward & ^{FORWARD} found keel butt (eroded) cleaned out veed and rewelded as found necessary.

Rudder.

Locking pintle hardened up and washer under pintle nut renewed.

Few minor fractures at slots welds in rudder plating cut out and rewelded.

Windlass.

Existing gypsies removed and replaced with reconditioned gypsies

(whelps built up by electrically welding). On completion windlass

tried and all found in efficient working order.

Examined internally, for bulkhead fractures.

Centre cargo tanks Nos. 2, 4, 5, 6, 7.

Wing cargo tanks Nos. 4, 6, 7 (starb) and Nos. 2, 5, 6, 7 (port), and following permanent repairs effected.

No. 2 wing tank (P).

Fwd. Bulkhead:— Fracture at toe of web tripping bracket cut out veed & E.W. & local doubler fitted on foreside of bulkhead.

No. 2 Centre tank.

Forward bulkhead:— Existing doubler cut off and renewed of extended length.

Fracture veed and welded.

Web tripping bracket renewed (P).

After bulkhead:— Existing doubler cut off, fracture veed and welded and larger plate doubler fitted.

No. 4 centre tank.

After bulkhead:— 2 slight fractures cut out, veed & welded & local doublers fitted.

Longitudinal Bulkhead (Starboard).

Welded connection of bulkhead plate to forward cruciform with minor fracture - cut out, veed and rewelded.

No. 4 wing tank (Starboard)

After bulkhead:— Welding to existing doubler fractured now cut out and doubler rewelded.

No. 5 Centre tank.

Longitudinal bulkhead (Port)

Bulkhead welding to aft cruciform cut out for approx 18" and rewelded.

(Continued sheet 3).

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on the S.S. ~~MMS~~ "TROCHISCUS"

(Continued).

No.6 Centre Tank.

Longitudinal bulkhead (Port) :-

Slight fracture at upper ends of 2 bottom transverse bracket connections cut out, veed and welded and existing local doublers in way extended.

Connection of bulkhead to forward cruciform fractured at bottom corrugation cut out, pad filling plate fitted and parts efficiently rewelded.

Web of after end cruciform fractured vertically - part cut away and renewed for 4'-6" length and tripping bracket in way renewed.

Bottom centre girder - fore end bracket lower toe welded connection fractured - fracture cut out, rewelded and knuckle strap fitted.

No.7 Centre tank.

Forward Bulkhead - slightly fractured at end of web flat bar stiffener.

Fracture cut out, veed and welded, end of flat bar slotted and small local doubler fitted and parts rewelded.

No.7 wing tanks p&s.

Forward Bulkhead - slight fracture p&s alongside web stiffeners.

Fracture cut out, veed and welded & local doubler fitted in way.

Completed repairs examined and the respective tanks in way tested and repairs proved tight and satisfactory.

On examination of the ship in drydock at this time found the following set in and indented shell plates, same examined and found efficient :-
Shell plates numbered from forward.

Starboard J.6,8,14. H.6,7,14.

Port J6,8. H.6,7, G6,7.

It is recommended that the aforementioned shell plates be further examined and dealt with as found necessary at the Special Survey.

Special Reasons List.

Shell plate in way of 14th Longitudinal in No.2 wing tank (P) and frames in way (E.W. 3,57) specially examined at this time and found efficient. (Shell plate H.6 from forward and frames in way found set in).

It is recommended that this item be further examined and dealt with as found necessary at the Special Survey. It is submitted that the record in the S.R. List be amended accordingly.

Stem frame solepiece (E.W. 12,57) examined at this time, and a slight fracture found at edge of heel plate (starboard side). Repairs have been effected at this time as stated in body of this report, examined and found efficient.

(continued sheet 4).

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Rpt. 9a Contⁿ. Sheet 4.

Port of Liverpool.

Continuation of Ship/Mech^x Report No. 8.

~~Continuation of Report No.~~

dated 20. 1. 59.

~~on the~~

on the S.S. ~~M.S.~~ "TROCHISCUS"

(Continued).

It is submitted that the sternframe solepiece (E.W. 12,57 and 1,59) be specially examined at the next drydocking.

Appendix to the S.R.L.

Indents in shell plating p&s and set up keel plating p&s and side plating in way of No.8 wing tank (starboard) not dealt with at this time, examined and found to remain efficient.

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