

Rpt. 8

Port BERGEN

10 APR 1957 4361

Date of writing Report 9/4-57When handed in at Local Office 9/4-57

Received London

Survey held at BERGENNo. of Visits 144First Date 30/8-55 19 55Last Date 22/11 19 56

## 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.

80615on the ~~Iron~~ Steel M.S."TITANIAN"Built at NEWCASTLEBy Whom SWAN, HUNTER & WIGHAM RICHARDSON LTD.Tons gross 8434Year 1930 Month 10Owners A/R. JULIANOwners' address  
(If not already in R.B.)Managers HILMAR REKSTEN.Port of Registry BERGENSurveyed Afloat or in Drydock BOTHName of Dock A/S BERGENS MEK. VERKSTADER.Date of last examn. in Drydock 29/10-56.

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

Last Report: No. 19732Port ams

To be filled in at Head Office.

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 Please see last page

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 DAMAGE REPORT NOT REQUIRED.Freeboard as marked on ship and now verified 5 ft 03/4 insWas a damage report made by anyone else? If so, by whom? NONE.EXAMINATION AND REPAIRS AS PER RULE FOR PERIODICAL SPECIAL SURVEY (D.) DUE 7.54, SHIP 26 YEARS OLD, DAMAGE AND CONVERSION TO DRY CARGO SHIP.REPAIRS NOW CARRIED OUT DUE TO WEAR & TEAR:-

Please note: All repairs and renewals stated for spaces of original construction:-  
SHELL PLATES:- Keel plate No 12 renewed. all plates counted from forward.  
Starboard side:- G strake Nos 5, 7, 9, 12 & 13 renewed.  
B strake No 6 renewed  
C " " 6 renewed.

FORECASTLE SHEER:- No 2 plate renewedLOWER STRAKE OF FORECASTLE:- No 2 plate renewed.Port side:- G strake Nos 4, 5 & 6 renewedC strake No 11 renewed.D strake No 2 renewed

POOP SHEER:- One plate at midlength of poop cropped and upper part renewed  
Lower strake of poop:- Plate forward of steering gear space renewed.

DECK PLATING:-

Forecastle deck entirely renewed } Both decks incorporated in new trunkdeck.  
BRIDGE DECK entirely renewed }  
POOP DECK entirely renewed } aboard engineers room casing. Further following additional

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1 partly 1 inst. pl.							
Removed and Faired or Repaired	3.	6.				1		
Faired or Repaired in place	8.	2.						

Has a Survey also been held on machinery of the Ship?

YES.

If so, is the Report sent now, or when will it be sent?

NOW.Is Classification Certificate required? If so, to be sent to THIS OFFICE BergenHas Interim Certificate been issued? YES - NOW ATTACHED  
COPY HAS BEEN SENT TO THE OSLO SURVEYORS.

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".

It is submitted this ship is eligible to be reclassified 100A1 (with freeboard) (with record of docking 10.56 and that she receive the notation of S.S. Bgn. 11.56 (Dr), subject to a satisfactory inspection and hose test of the Velle Hatchcovers after 12 months service without prior servicing.

Knut Olsen. S.A. Eide.  
 Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY 7 MAY 1957DS. 10.56' subject (horm)SS. (Dr) Bgn. 11.56. Amend Class to +100A1.CS. 11.56 DBS 11.56 Converted Tanker. 11.56.TSM 6.56 SPS 6.56

CERTIFICATE WRITTEN.

003131-003137-0081 1/1

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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	YES	YES
Rudder lifted	YES	A.P. "	YES	YES
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)	IN WAY HOLDS W.B. YES FW. AFT YES A.P. YES COFFERDAMS AFT YES	YES YES YES YES
Hatchways, Covers, closing and securing appliances	YES	Fresh Water Tanks	YES	YES
Ventilator coamings, skylights, companionways and closing appliances	YES	Deep Tanks	YES	YES
Holds	ALL YES	Oil Fuel Bunkers and Settling Tanks	YES	YES
"Tween Decks	YES	Side Tanks	NONE	NO
Fore Peak Spaces	YES	Wing Tanks	NONE	NO
After " "	YES	Other Tanks		
Engine Space	YES	BEFORE CONVERSION		
Boiler	YES	Cargo Tanks (Tankers)	YES	NO
Under Engines and Boilers	YES	Cofferdams	YES	YES
Funnel and Well	YES	Pump Room	YES	
Coal Bunkers	NONE			
Chain Locker	YES			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	YES	
		Have Struts in Cargo Tanks (of Tankers) been removed?	YES AND NOT REPLACED	
		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? YES, WHERE FITTED.

Have the bilges been cleaned out and examined? YES

Has cement in bottom been examined? NEW FITTED NOW.

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? YES IN PROVISION STORE.

Has a Load Line Survey been held? YES If so, state which FOR ISSUE OF CERTIFICATE.

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

If so, Report 8(Dr) to be attached YES.

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 &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	GOOD	Ceiling and Cargo Battens	NONE	Sluice Valves examined and found	GOOD
" " in way of side scuttles	GOOD	Cement or Asphalt	CEMENT	Air and Sounding Pipes	GOOD
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD	Doubling Plates under Sounding Pipes	YES. 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)	NEW, NO WEDGES.
Coamings and Casings	GOOD	Companionways and Skylights	GOOD	Chain Locker	GOOD
Beams and Fastenings	GOOD	Shell Openings	GOOD	EQUIPMENT	
Frames	GOOD	Ash Shoots	NONE	Equipment Letter	AT
Reverse Frames	GOOD	Overboard Discharges and Scuppers	GOOD	Anchors, No. of 3 B 1 S Condition	GOOD
Longitudinals	GOOD	Freeing ports	NONE	Cables (State if now ranged and examined)	YES
Transverses	GOOD	Steering Gear (Main and Auxiliary) examined and found	GOOD	" length 355 fms mean diam. 2 1/16" - 2 3/16" (on board)	
Floors	GOOD	Windlass examined and found	GOOD	" Rule Length 355 fms Size 2 1/16"	
Keelsons	GOOD	Pumps	GOOD	Hawsers and Warps	GOOD & SUFFICIENT
Stringers	GOOD	W.T. Doors	NONE	State if any Anchors or Chain Cable have	
Inner Bottom Plating	GOOD			now been supplied or re-tested, if so,	YES.
Bulkheads and Tunnel	GOOD			complete Report 8(Eq) and attach.	YES.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? YES.

See Below (A) 9.4 &amp; F4 from forward Starboard.

(B) A3 from forward port side may be deleted.

REMARKS, REPAIRS, Etc. (Contd.) Poop deck plates renewed.

Port side in way of deckhouse: Stringer plate partly renewed 46'-0" x 5'-11"

Stake next stringer partly renewed 33'-6" x 6'-2"

Starboard side in way of deckhouse: Stringer plate partly renewed for a length of 23'-0".

Stringer bar port and starboard partly renewed.

LOWER DECK IN FOREPEAK SPACE: 4 deck plates at fore end renewed

LOWER DECK IN HOLD FORWARD: DECK partly renewed abaft hatchway 14'-0" x 26"

MAIN DECK IN POOP SPACE (FORWARD OF STEERING GEAR SPACE):

No 2 stringer plate from aft starboard side renewed.

Survey Fee Rs 3100.- |

W.L. & Conversion 16500.- |

Special Damage & Repair Fee (if any) 1200.- |

Travelling Expenses (if chargeable) 582.- |

DUE TO LONDON 73.- |

FREEBOARD 680.- |

KOLSEN LATERAL SWIM PER 180.- |

Second Surveyor's Fee (if any)  |

Date when A/c. Rendered 19/12/56. |

Rpt. 9a.

Port of BERGEN

Continuation of Report No. 4361

dated 9th April 1957

on the

M.S. "TITANIAN"

One plate in each of 1st, 2nd & 3rd stakes from stringer starboard side renewed for a length of 14'-0".

DECKHOUSES ON POOPDECK:-

PORT HOUSE:- Outer wall renewed practically whole length.

After wall of house partly renewed.

5 stiffeners of outer wall renewed and 10 stiffeners cropped and partly renewed. Minor renewals carried out in way of inner wall.

Starboard house:- Outer wall cropped and partly renewed at bottom 24'-0" x 20"

After wall partly renewed.

6 stiffeners of outer wall cropped and partly renewed.

Boatdeck aft:- Stringer plate port side partly renewed for a length of 60 ft. Deck tie plates partly renewed.

Casings top cropped and renewed various places abreast funnel and forward of engine room skylight.

Engine room skylight renewed

Galley skylight cropped and renewed at bottom.

FOREPEAK TANK TOP:- Tank top plating, except stringer plates renewed forward of chain locker total about 45 sq. ft.

FOREPEAK TANK:- No 1 plate of upper stringer starboard side renewed.

CHAIN LOCKER:-

Front end bulkhead:- 2 plate stakes each side of centre renewed full height and the remaining part of bulkhead cropped and renewed for a height of 3 ft. at bottom port and starboard side.

2 stiffeners renewed full height and the remaining stiffeners cropped and partly renewed.

DIVISION PLATE (with stiffeners) at centre line renewed

Aft end bulkhead (COLLISION BULKHEAD):-

3 plate stakes at centre, for a total breadth of 16 ft. renewed from bottom of chain locker to 3 ft. above top of locker and the remaining part of bulkhead cropped and renewed for a height of 3 ft. at bottom of chain locker port and starboard side.

All stiffeners cropped and renewed at bottom for a height of 3'-6" with new bottom brackets.

AFTPEAK TANK: Aftpeak bulkhead cropped and partly renewed at top from side to side total about 345 sq. ft.

All stiffeners cropped and renewed at top with new top brackets.

6 main frames starboard side cropped and renewed in way of tank top each about 2 ft. 2 cant frame knees renewed.

Upper stake of centre wash plate renewed 12'-6" x 4'-0".

All tank top (main deck) beams with brackets renewed.

AFTPEAK TANK TOP (MAIN DECK):-

1st stake from centre line port and starboard side and 2nd, 3rd & 4th stakes from centre line starboard side and stringer plate starboard side renewed.

Steering gear removed for access and refitted.

10m, 12.47. T. (MADE AND PRINTED IN ENGLAND)

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0081 2/11



M.S. "TITANIAN"CARGOTANK NO 1 PORT SIDE:- (Now incorporated in No 1 hold)

All bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$ .

Brackets at both ends of bottom longitudinals renewed.

Side longitudinals Nos 1-8 and No 10 from bottom renewed with new gussets at both ends

Both bottom transverse girders renewed.

Both webs at shipside renewed

Stiffeners Nos 3-7 from top on front end bulkhead (Frame No 68) and 10 gussets to centre line bulkhead renewed.

CARGOTANK NO 1 STARBOARD SIDE (Now incorporated in No 1 hold):-

All bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

8 brackets at fore end and all at aft end of bottom longitudinals renewed

Side longitudinals Nos 1 & 5-10 from top renewed.

8 gussets at fore end and 2 at aft end of side longitudinals renewed

Both bottom transverse girders renewed.

Both webs at shipside renewed.

Stiffeners Nos 1-9 from bottom on front end bulkhead (Frame No 68) and 13 gussets to centre line bulkhead renewed.

3 upper strakes of centre line bulkhead renewed (Below original main deck)

CARGOTANK NO 2 PORT SIDE (Now incorporated in No 1 hold):-

Bottom longitudinals Nos 1, 2, 5, 8 & 10 from centre line renewed,  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

Brackets at both ends of all bottom longitudinals renewed.

Side longitudinals Nos 1-5 & 7 from top renewed.

Gussets at fore end of all side longitudinals and 3 at aft end renewed.

Both bottom transverse girders renewed

Both webs at shipside renewed.

CARGOTANK NO 2 STARBOARD SIDE (Now incorporated in No 1 hold):-

All bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

Brackets at both ends of all bottom longitudinals renewed.

Side longitudinals Nos 1-7 & No 9 from top renewed with new gussets at both ends.

Aftmost bottom transverse girder cropped and renewed at outer end.

3 upper strakes of centre line bulkhead renewed (Below original main deck)

CARGOTANK NO 3 PORT SIDE (Now incorporated in No 1 hold):-

All bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

All brackets at fore end and 4 at aft end of bottom longitudinals renewed.

Side longitudinals Nos 1-4 & No 6 from top renewed.

3 gussets at each end of side longitudinals renewed.

Both webs at shipside cropped and partly renewed.

3 strakes of aft end bulkhead (Frame No 59) renewed

All gussets on aft end bulkhead to centre line bulkhead renewed.

CARGOTANK NO 3 STARBOARD SIDE (Now incorporated in No 1 hold):-

All bottom longitudinals renewed:  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

4 brackets at fore end and 6 at aft end of bottom longitudinals renewed.

Side longitudinals Nos. 1, 2, 3 & 9 from top renewed.

All gussets at fore end and 7 at aft end of side longitudinals renewed.

~~Both bottom transverse girders renewed.~~



M.S. "TITANIAN"

2 upper strakes of centre line bulkhead renewed (Below original main deck)

3 strakes of aft end bulkhead (Frame No. 59) renewed.

All gussets on aft end bulkhead to centre line bulkhead renewed.

CARGOTANK NO 4 PORT SIDE (Now incorporated in deep tank and No 2 hold):-

All bottom longitudinals renewed,  $10" \times 3\frac{1}{2}" \times .50"$

3 brackets at aft end of bottom longitudinals renewed.

5 upper side longitudinals renewed. (The 3 upper ones should be removed for fairing due to damage)

7 gussets at fore end and 8 at aft end of side longitudinals renewed.

Aftmost bottom transverse girder renewed.

Both webs at shipside renewed.

CARGOTANK NO 4 STARBOARD SIDE (Now incorporated in deep tank and No. 2 hold):-

Bottom longitudinals Nos. 1, 3, 5, 7, 8, 9 & 10 from centre line renewed  $10" \times 3\frac{1}{2}" \times .50"$

4 brackets at fore end and 2 at aft end of bottom longitudinals renewed.

Side longitudinals Nos. 2, 3, 5 & 6 from top renewed.

7 gussets at each end of side longitudinals renewed.

2 upper strakes of centre line bulkhead renewed (Below original main deck)

CARGOTANK NO 5 PORT SIDE (Now incorporated in No. 2 hold):-

All bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50"$

9 brackets at fore end and 5 at aft end of bottom longitudinals renewed.

All side longitudinals renewed.

9 gussets at fore end and 7 at aft end of side longitudinals renewed.

Both bottom transverse girders renewed.

Both webs at shipside renewed.

CARGOTANK NO. 5 STARBOARD SIDE (Now incorporated in No 2 hold):-

All bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50"$

7 brackets at fore end and 4 at aft end of bottom longitudinals renewed.

Side longitudinals Nos. 2-6 and Nos 8-10 from top renewed.

7 gussets at fore end and 9 at aft end of side longitudinals renewed.

Both bottom transverse girders renewed.

Both webs at shipside renewed.

3 upper strakes of centre line bulkhead renewed (Below original main deck)

CARGOTANK NO 6 PORT SIDE (Now incorporated in No 2 hold)

Bottom longitudinals Nos. 1, 3, 5, 8, 9 & 10 from centre line renewed  $10" \times 3\frac{1}{2}" \times .50"$

1 bracket at fore end of one bottom longitudinal renewed.

3 upper side longitudinals renewed.

7 gussets at fore end and 6 at aft end of side longitudinals renewed.

All gussets on aft end bulkhead to centre line bulkhead renewed.

2 upper strakes of aft end bulkhead renewed (Frame No 49)

CARGOTANK NO 6 STARBOARD SIDE (Now incorporated in No 2 hold):-

Bottom longitudinals Nos 1-8 from centre line renewed  $10" \times 3\frac{1}{2}" \times .50"$

4 brackets at fore end of bottom longitudinals renewed.

Side longitudinals Nos 1, 2, 3 & 6 from top renewed.

6 gussets at each end of side longitudinals renewed.

All gussets on aft end bulkhead to centre line bulkhead renewed.

3 upper strakes of aft end bulkhead renewed (Frame No 49)

2 upper strakes of centre line bulkhead renewed (Below original main deck)



M.S. "TITANIAN"CARGOTANK NO 7 PORT SIDE (Now incorporated in No 3 hold):-

all bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

2 brackets at fore end of bottom longitudinals renewed.

Side longitudinals Nos. 1, 2, 3, 5, 6 & 9 from top renewed.

All gussets at both ends of side longitudinals renewed.

Both bottom transverse girders renewed.

Plates of both webs at shipside renewed.

Stiffeners Nos. 1, 2, 3, 5, 6, 7, 9 & 10 from top on front end bulkhead (Frame No 49) renewed.

Both webs on front end bulkhead renewed.

All gussets at front end bulkhead to centre line bulkhead renewed.

CARGOTANK NO 7 STARBOARD SIDE (Now incorporated in No 3 hold):-

all bottom longitudinals renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

6 brackets at fore end and all at aft end of bottom longitudinals renewed

Side longitudinals Nos 1-9 from top renewed.

7 gussets at each end of side longitudinals renewed.

Both bottom transverse girders renewed.

Aftmost web at shipside renewed.

Stiffeners Nos. 1, 2, 3, 5, 6, 7 & 9 from top on front end bulkhead renewed.

3 upper stakes of centre line bulkhead renewed. (Below original maindeck)

Both webs on front end bulkhead renewed.

CARGOTANK NO 8 PORT SIDE (Now incorporated in No. 3 hold):-

Bottom longitudinals Nos. 1, 3 & 5-10 from centre line renewed.  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

Side longitudinals Nos. 4 & 5 from top renewed

5 gussets at each end of side longitudinals renewed.

CARGOTANK NO 8 STARBOARD SIDE (Now incorporated in No 3 hold):-

Bottom longitudinals Nos. 3, 4, 8 & 9 from centre line renewed  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

Brackets at both ends of 7 bottom longitudinals renewed.

Side longitudinals Nos. 1, 2, 3, 5 & 6 from top renewed.

7 gussets at fore end and 5 at aft end of side longitudinals renewed.

Both bottom transverse girders renewed.

Plate of foremost web at shipside renewed.

3 upper stakes of centre line bulkhead renewed (Below original maindeck)

CARGOTANK NO 9 PORT SIDE (Now incorporated in No 3 hold):-

All bottom longitudinals renewed.  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

All brackets at fore end and 5 at aft end of bottom longitudinals renewed.

Side longitudinals Nos. 1-9 from top renewed

Gussets at aft end of 5 side longitudinals renewed.

Both bottom transverse girders renewed.

Stiffeners Nos 2, 3 & 5-10 from top on aft end bulkhead renewed (Frame No 40)

CARGOTANK NO 9 STARBOARD SIDE (Now incorporated in No 3 hold):-

all bottom longitudinals renewed.  $10" \times 3\frac{1}{2}" \times .50" \text{ F}$

All brackets at fore end and 7 at aft end of bottom longitudinals renewed

10 side longitudinals renewed.

Gussets at aft end of 8 side longitudinals renewed.

Both bottom transverse girders renewed.

The foremost web at shipside renewed.

Stiffeners Nos. 2, 3, 4 & 5 from top on aft end bulkhead renewed (Frame No 40)



M.S. "TITANIAN"

3 upper strakes of centre line bulkhead renewed.

Further scattered local pittings in way of bottom plating filled up by electric welding in way of various tanks.

NO 1 SUMMERTANK PORT SIDE: (Now incorporated in No 1 Hold)

2 side longitudinals renewed.

NO 1 SUMMERTANK STARBOARD SIDE (Now incorporated in No 1 Hold)

1 side longitudinal renewed.

NO 2 SUMMERTANK PORT SIDE (Now incorporated in Holds Nos 1 & 2 & deep tank.)

All 3 side longitudinals renewed

NO 2 SUMMERTANK STARBOARD SIDE (Now incorporated in Holds Nos 1 & 2 & deep tank)

All 3 side longitudinals renewed

Plates of 5 webs at shipside partly renewed

Gussets at both ends of 3 side longitudinals renewed.

NO 3 SUMMERTANK PORT SIDE (Now incorporated in Hold No 2.)

Both side longitudinals renewed.

NO 3 SUMMERTANK STARBOARD SIDE (Now incorporated in Hold No 2.)

Both side longitudinals renewed.

Gussets at both ends of 2 side longitudinals renewed.

TANKTOP ENGINE ROOM:-

One tanktop plate Starboard side doubled half length and half width.

RUDDER:- Upper gudgeon bush of stern frame renewed and locking pintle of rudder skimmed.

CHAINCABLES:- 30 fathoms chaincable (worn) now renewed and markings verified.

Further various minor repairs throughout ship carried out.

It is alleged ship sustained various damages on various occasions.

Following damage repairs now carried out:-

DAMAGE NO 1:- Cause and place unknown. STARBOARD SIDE

No 2 plate of upper and lower stake of forecastle removed for fairing, but renewed due to wear and tear.

No 4 stringer plate of forecastle deck removed for fairing but renewed due to wear and tear.

DAMAGE NO 2: Alleged due to collision at Ymuiden 28/8-'54.

G stake No 4 and F stake No 4 from forward Starboard side failed in place. (Noted in Special Reasons List.

2 longitudinal frames and outer stake of front end bulkhead No 1 Tanks failed in place.

E stake Nos 5, 6 & 7 from aft Starboard side failed in place.

3 longitudinal frames removed for fairing but renewed due to wear and tear.

DAMAGE NO 3: Alleged due to collision with "THE BARON" at Purfleet on the 25th. April 1955. Please see Bergen Report to Lloyd's Agent at Bergen, dated 16th. May 1955, copy of which was sent to London 21/5-55.

H stake: One plate in way of No 4 cargo tank port side failed in place

G stake:- " " " " " " " " " " " " removed, failed & refitted.

F stake:- Two plates " " " " " " " " " " " " failed in place.

3 side longitudinals removed for fairing and renewed due to wear and tear.



M.S. "TITANIAN"

Further following damage in way of vertical fracture extending over E strake and part of F strake port side Engineer room (cause and place unknown) now repaired as follows:-

E strake No 3 from aft cropped and renewed at after end 5'-8" x 6'-5".

New butt welded.

F strake No 3 from aft cropped and a small insert plate fitted by welding 18" x 15".

Special Reasons List:- G. 4 & F 4 from forward starboard side now dealt with. Please see preceding page under DAMAGE 2.

Endorsements:- A strake No 3 port side forward only very slightly set up and entry of this plate may be deleted from Endorsement List.

Ship has now been converted to a dry cargo ship.

Following now done:-

Transverse bulkheads at aft end of No 1 cargo tank (Frame No 65), at aft end of No 2 cargo tank (Frame No 62), at both ends of pump room (Frames Nos. 55 & 56), at aft end of No 5 cargo tank (Frame No 52), at aft end of No 7 cargo tank (Frame No 46), and at aft end of No 8 cargo tank (Frame No 43) removed above new double bottom tanktop, but part of bulkheads 32 1/2" broad each side remain as webframes which have been reinforced in accordance with approved plan SL 35/32 dated London 1/3.56.

Similar webframes fitted each side as follows:-

Hold No 1:- At frames Nos. 60, 61, 63, 64, 66 & 67.

Hold No 2:- At frames Nos 50, 51, 53, 54 & 57.

Hold No 3:- At frames Nos. 41, 42, 44, 45, 47 & 48.

All the webs have been extended to the new trunk deck and reinforced in accordance with above approved plan.

Hold No 1 extends from frame No 59 to frame No 68

" " 2 " " " 49 to " " 58

" " 3 " " " 40 to " " 49.

Summertank deck and side and end bulkheads and strongbeams removed, but stringer plate of summertank deck left intact for a breadth of 11 3/4" and edge reinforced with a 3" x .50" face flat.

Further main deck cut away from frame No 68 to frame No 40 leaving stringer plate intact for a breadth of 44" with gusset connection at fore and aft end of No 1 hold, fore end of No 2 hold and at aft end of No 3 hold. in accordance with approved plan SL 35/58 dated London 24/5.56.

Deck further left intact between frames Nos 58 and 59 as top of new deep tanks amidships.

A new upper deck (trunk deck) has been laid from stem to poop in accordance with approved plan SL 17/84 dated London 1/3.56 and arrangement at break of trunk aft has been made in accordance with approved plan SL 32/71 A. dated London 1/3.56.

Stringer plates of 1" and 1.25" thickness comply with Section P. 403 of the Rules. (The original forecastle and bridge decks, incorporated in the new trunk deck have been renewed due to wear and tear as stated under Wear & tear repairs)



M.S. "TITANIAN"

The P 403 plates have been supplied by Messrs. S. A. de La Fabrique de Fer de Charleroi. Mill sheets attached.

The new deck seams and butts have been electrically welded. Approved electrodes used.

Forecastle deck beams forward of frame No 80 are the existing ones fitted transversely.

New deck beams aft of frame No 80 fitted longitudinally.

Deck longitudinals between frames Nos 68-80 are 6"x3"x.36" O.A. spaced 30"-32".

Deck longitudinals between hatchways from poopfront to frame No 68 (new bulkhead at fore end of hold No 1) are 7"x3½"x.40" I.

Deck longitudinal outside hatchways is 7"x3"x.50" I.A. from frame No 74 to poop and extended into poop.

Transverse deck girders fitted at frames Nos. 44, 45, 53, 57, 60 & 64

30"x.40" with 12"x1" face flat. and at frames Nos. 74 & 79 15"x.40" with 6"x.40" face flat. in accordance with approved plan S.L. 35/32 dated London 1/3-56.

Corrugated trunksides .80" thick, complying with Section P 403 of the Rules including .80" thick curtain plate fitted between original main deck and new trunk deck from forecastle to poop with stiffening inside and outside in accordance with approved plan S.L. 35/32 dated London 1/3-56 and as amended, plan No S.L. 34/92 dated London 11th. May 1956.

Local strengthening at ends of trunk efficient.

The existing forecastle bulkhead on frame No 80 cut away, leaving a transverse beam 8" deep below trunkdeck with 2½"x½" face flat.

A new forecastle bulkhead fitted at frame No 68 of .35" plating, except outer strake port and starboard side of .50" plating.

Stiffeners 4"x3"x.45" I.A. except the three outer ones which are 5"x3½"x.40" I.A. spaced 24¾" to 32".

Further a deep plate stiffener fitted at centreline 18" deep at midheight x.45" with 6"x1" face flat, continued at top to aft end of cargo hatchway to cargo hold and at bottom to frame No 69.

Stiffener No 5 from centreline is a plate stiffener 36" deep x.40" with 6"x1" face flat. Angle stiffeners at inner part bracketed at top and outer ones bracketed top and bottom.

Two horizontal stiffeners fitted at outer end 2'-8" & 5'-11" below trunkdeck 4"x75"x.45" I.A. bracketed to shipside.

A large gusset fitted 4'-0" below trunkdeck extending to frame 74. of .40" plating with 3" flange and supported by a bracket to frame 72.

Forecastle sides extended to frame No 68, both strakes of .42" plating in accordance with approved plan S.L. 35/59 dated London 18/5-56.

Web frame 15"x.40" with 6"x.50" face flat fitted at frames Nos 74 & 79.

Frames Nos 69, 70, 71, 72, 73, 75, 76, 77 & 78-7"x3½"x.42" O.A. in lieu of 6½"x3½"x.42" I.

Both strakes of bridge sides renewed of .46" plating. Frames 8"x3½"x.50" I.A. spaced 34" and bracketed top and bottom.

End bulkheads of original bridge renewed .50" outside trunk.



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Poop front bulkhead on frame No 39 removed outside donkey boiler casing port and starboard side and renewed at frame No 40 of .40" plating and .50" plating at outer part and stiffened in accordance with approved plan S.L. 33/71A dated London 1/3-56.

A diagonal stiffening plate fitted port and starboard side abaft the new bulkhead of .60" plating in accordance with approved plan.

Bulkheads Nos. 49 and 59 have been extended to the new trunkdeck in accordance with approved plan S.L. 35/32 dated London 1/3-56.

Existing plating in way of original summer tank bulkheads at frames Nos 49 & 68 found to be .30"

Plating in way of original summer tank bulkhead at frame No 59 made .36".

Further plating for extended bulkheads above original main deck made .34" for bulkhead frame No 59 and .27"-.28" at bulkhead frame No 49.

For extension above original main deck for bulkhead frame No 68 see under fore-castle. Web stiffeners 10'-0" & 18'-0" from centre line fitted 12"x.50" rider and webs extended to trunkdeck at bulkheads frames Nos 49 and 59 with face flat 14"x.90" and bracket at top at frame No 49.

Vertical stiffeners in way of new upper parts of bulkhead 4"x3"x.45" I.A.

A new bulkhead fitted on frame No 58 extending to trunktop in accordance with approved plan S.L. 35/32 dated London 1/3-56 and space between bulkheads, frames Nos. 58 and 59 used as waterballast deep tank below original main deck and as F.W. tank between original main deck and new trunkdeck.

Bulkhead plating .36" to .50".

Stiffeners 7"x3½"x.50", 6"x4"x.42", 5"x3½"x.40" and 4"x3"x.48" I.A. fitted transversely. 2 Wash plates fitted port and starboard according approved plan.

Longitudinal stiffeners removed from centre line bulkhead and bulkhead extended to new trunkdeck of .42" to .70" plating in accordance with approved plan S.L. 17/84 dated London 1/3-56.

Vertical stiffeners fitted as follows:-

Hold No 1:- 12"x5"x.50" I.A. 4'-10" apart and bracketed top and bottom.

Web stiffeners fitted at frames Nos. 60 & 64, each 24"x.40" with face flat 10"x1", bracketed at bottom and continued at top into deep deck girder.

Brackets fitted at bottom on opposite side of bulkhead 51" deep x 36"x.40" with face flat 10"x1".

Hold No 2:- The 3 foremost stiffeners are 12"x5"x.50" I.A. and the remaining ones 12"x3½"x.50" 6" spaced 4'-10" and bracketed top and bottom.

Web stiffeners fitted at frames Nos 53 and 57, each 24"x.40" with face flat 10"x1", bracketed at bottom and continued at top into deep deck girder.

Brackets fitted at bottom on opposite side of bulkhead 51" deep x 36"x.40" with face flat 10"x1".

Hold No 3:- Stiffeners 10"x3½"x.50" 6" spaced 4'-10" and bracketed top & bottom.

Web stiffeners fitted at frames Nos. 44 and 45, each 24"x.40" with face flat 10"x1", bracketed at bottom and continued at top into deep deck girder.

Brackets fitted at bottom on opposite side of bulkhead 51" deep x 36"x.40" with face flat 10"x1".

New double bottom tanks arranged between frames Nos 49 and 68.



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New tanktop laid on original bottom transverse girders after topbars on same cut away and internal stiffening fitted in accordance with approved plan SL17/85 dated London 23/1.56.

Tank reverse longitudinals 8"x4"x.50" I.A. 2'6" apart and 1'5" to 1'9" apart in way of sloping part of tanktop.

Tanktop plating .48" at forward end No 1 hold, .60" below hatchways and .56" between hatchways. Sloping part of tanktop .48" at fore end to .60"

Struts between bottom longitudinals and tank reverse longitudinals 10"x3 1/2"x.50" 6. Bottom cement fitted in way of double bottom tanks.

Bilge well arranged at aft end of each hold.

No ceiling fitted on tanktop.

Cargo battens not fitted in holds.

12 new main cargo hatchways, 6 each side abreast each other, made in accordance with approved plan S.L. 35/54 dated London 19/10.56

All above hatchways 27'0"x17'0"x.44" coamings x33 5/8" high at centre and 40 5/8" at sides. Coamings welded to trunkdeck in accordance detail on approved plan.

Deck girders extend below inner sidecoaming of hatchways and further transverse deck girders fitted below each end coaming, all 12"x.80" with 3" flange at lower edge.

Hinged watertight steel covers for main hatchways of "Velle" patent made in accordance with approved plans dated London 17/4.56 and Secretary's letters in connection therewith. Cover plating .28"

Bergen certificate for same was sent to London on the 1st December 1956.

Covers have been hose tested in position and found good.

Access coamings to holds have been fitted on trunkdeck 19 3/4" diameter x.47" x 6" high but later increased to 32" in height.

W.T. hinged steel cover .39". 7 toggles fitted.

One fitted port and starboard side at forward end of main hold No 1

" " " " " " aft " " " " 2.

" " " " " " forward " " " " 3.

Further a similar hatchway fitted on poop deck for access to steering gear space. Height of coaming 6". Decks doubled in way of openings.

Existing hatchway on original forecastle deck shifted to position between frames Nos 70-74 in accordance with approved plan SL 35/59 dated London 18/5.56.

Hatchway 8'0"x12'0"x24 3/4" high. W.T. steel cover remain unaltered.

4" solid pillar fitted below horizontal bracket at fore end of hatchway and same bracketed at top.

One small access hatchway to forecastle space fitted between frames Nos 84-86 in accordance with the above approved plan (On forecastle deck)

2 deckbeams cut and a deckgirder 8"x3 3/8" fitted both sides of hatchway between frames Nos. 84-86. Hinged W.T. steel cover fitted.

Remaining access hatchway at fore end of forecastle deck remains unaltered

A new hatchway fitted on existing main deck in accordance with approved plan SL 35/57 dated London 18/5.56, serving lower hold forward.

Hatchway 8'0"x12'0"x9"x3 1/2"x.50" 6 coaming

One fore and after fitted in accordance approved plan . 3" pine covers. Hatchway

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supported in accordance with approved plan.

A new 3½" solid pillar fitted forward of hatchway below deck in addition to the existing 4" solid pillar.

Remaining existing access hatchways in fore-castle space remain unaltered.

12 derrick posts, for handling hatchway covers only, fitted as follows:-

1 port and starboard forward of No 1 main hatchway 23'8" high.

1 " " " aft " " 2 " " 19'8" "

1 " " " forward " " 3 " " " " "

1 " " " aft " " 4 " " " " "

1 " " " forward " " 5 " " " " "

1 " " " aft " " 6 " " 23'8" "

Derrick posts 17¾" diameter x 40" efficiently supported and stayed.

Deck in way of openings doubled.

Ports also used for ventilators to holds.

Remaining existing ventilators remain unaltered.

All sounding pipes to new holds and Double bottom tanks fitted in accordance with Rules and are well protected by steel casings.

Striking plates fitted.

Air pipes to new Double bottom tanks fitted, 2 each side on original main deck and 1 each side on trunk deck abreast midshiphouse.

7⅞" diameter goosenecks, 23½" high to No 1 D.B. tank, 38" high to No 3 D.B. tank and 22½" high to No 2 D.B. tank.

Approved electrodes used for all conversion work.

The workmanship and materials are good.

A previously used lower anchor, weight 82 cwt. 2 qrs 14 lbs has been substituted for starboard lower anchor.

15⅓ fathoms 2⅜" previously used chain cable have been added to the existing 300 fathoms, making 315 fathoms in all.

Existing deep tanks forward, forward cargo hold above deep tank, forward pump room, fore and aft deep cofferdams and spaces abaft deep cofferdam aft remain unaltered.

Alterations:-

Double bottom tank No 1 between frames Nos 59-68 W.B. 490 Tons. Centre divided

" " " " 2 " " 49-59 " 640 " " "

" " " " 3 " " 40-49 " 670 " " "

Deep tank amidships W.B. " " 58-59 " 570 " " "

Aft deep cofferdam " " 39-40 " 162 " as before.

Forward " " 68-69 " 160 " " "

Deep tank forward " " 69-79 " 282 " " "

" " " " 79-89 " 176 " " "

It is recommended that this ship be reclassified as a dry cargo ship with

survey dates and details as under "General observations etc." on 1st page of Report

Letters received in Class (S) 8/9-55, Ship 4/10-55, 7/10-55, 12/10-55, 21/10-55, 10/11-55

15/11-55, 3/1-56, Cable 4/1-56, SHIP 23/1-56, 3/1-56, 7/2-56, 1/3-56, 9/4-56, 17/4-56 to 23/4-56, SURVEYORS, SHIP 11/5-56, 18/5-56, 24/5-56, 29/5-56, 11/6-56, 12/6-56.

25/9-56, 3/10-56. Fbd 12/10-56. SHIP 19/10-56. Fbd 20/11-56, 11/12-56

ADMIN/F 11/12-56.