

Rpt. 8

Port YOKOHAMA

No. 3268A

Date of writing Report 30th May 1960

When handed in at Local Office

Received London

Survey held at Yokohama

No. of Visits 8

First Date 13th May 19 60

Last Date 23rd May 19 60

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.

34218

on the Iron or Steel M.S.

"TWEEDBANK"

Tons gross 5627

Year 1930

Month 9

Built at

Belfast

By Whom

Workman Clark (1928) Ltd.

When

Owners

Bank Line Ltd.

Owners' address

(If not already in R.B.)

Managers

Andrew Weir & Co., Ltd.

Port of Registry

Belfast

Surveyed Afloat or in Drydock

Both

Name of Dock

Asano Dock

Date of last examn. in Drydock

23/5/60

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

Last Report: No.

7810

Port

Kobé

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 simplified 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 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				Machinery			
Date of Special and of Drydocking Surveys, etc.							
+	100 A1	with freeboard		+	LMC	CS	12/57
		1/60				d	1/60
	SS	12/57	DR 10/53		CL(p)		4/57
	Carrying veg. oil in DTs and in tanks between tunnels				(s)		5/57 N

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

Not verified

ft. ins

Damage report attached.

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

EXAMINATION AND REPAIRS AS PER RULE FOR Drydocking and Damage and Condition of Class.

Damage (1) stated due to grounding at Kunsan, Korea on the 29th April 1960.

Damage (2) Tug damage during refloating operations.

Damage (1)

Plates no. from forward

Found

Recommended

Keel plate No.4 set up on starboard seam.

Keel plate No.4 to fair in place.

Size:- 5.0 sq. metres.

Keel plate No.5 set up on starboard seam.

Keel plate No.5 to fair in place.

Size:- 5.0 sq. metres.

Keel plate No.7 set up bodily approx. 20 m/ms max over fuel length.

Keel plate No.7 to renew.

Size:- 8700 x 1350 x 20

Keel plate No.8 set up bodily approx. 20 m/ms max over forward part of plate.

Keel plate No.8 to renew.

Size:- 8700 x 1350 x 20

5. 'A' strake plate Nos. 5, 6 & 7 (ss) set up between frames.

'A' strake plate Nos. 5, 6 & 7 to renew.

Size:- 1 @ 9500 x 1982 x 16.5

2 @ 8700 x 1982 x 16.5

CONTINUATION OVER/ON SHEET 2

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

a 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 - 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".

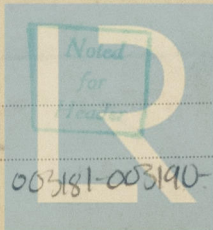
This vessel, so far as now examined is in efficient condition and eligible in our opinion to remain as classed with fresh record of Drydocking 5/60 subject to set up bottom shell plating (p & s) together with internal structure being examined and dealt with as found necessary on arrival at Hong Kong to which port the vessel is now proceeding via Iloilo and to compliance with all outstanding recommendations previously made by the Society's Surveyors but without condition regarding examination of Rudder and sternframe.

Surveyor to Lloyd's Register of Shipping

THURSDAY 11 AUG 1960

of Committee

Noted - see Minutes dated 17.6.60



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Drydocking and Damage 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	No	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, 3 & 4 DBs (p&s)	No. 3 & 4
Hatchways, Covers, closing and securing appliances	Yes		Yes	
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No	No
Holds	No	Deep Tanks	Yes	Yes
"Tween Decks	No	Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	No	Side Tanks	None	None
After " "	No	Wing Tanks	Yes	
Engine Space	No	Other Tanks in way of Tunnels	No	
Boiler "	No	Cargo Tanks (Tankers)	Not applicable	
Under Engines and Boilers	No	Cofferdams		
Tunnel and Well	No	Pump Rooms		
Coal Bunkers	None			
Chain Locker	No			
Other Spaces	No			
		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?	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? No

Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? No

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? No If so, Report 8(Dr) to be attached

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

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	Above Dk. - Effi
Rudder and Sternframe	Efficient	Cargo and other Hatchways	Efficient	Doubling Plates under Sounding Pipes	Effi
Decks	Efficient	Hatches and closing appliances	Efficient	Masts and Rigging examined and found	Effi
Superstructures and their closing appliances	Efficient	Ventilators, their coamings and closing appliances	Efficient	Condition, how ascertained (State if wedges removed)	From Deck
Coamings and Casings	Efficient	Companionways and Skylights	Efficient	Chain Locker	Not Examd.
Beams and Fastenings	Efficient	Shell Openings	Efficient	EQUIPMENT	
Frames	Efficient	Ash Shoots	None	Equipment Letter	b+
Reverse Frames	None	Overboard Discharges and Scuppers	Not Examd.	Anchors, No. of	3B Condition Not E
Longitudinals	None	Freeing ports	Efficient	Cables (State if now ranged and examined)	No
Transverses	Efficient	Steering Gear (Main and Auxiliary)	Efficient	" length (on board)	mean diam.
Floors	Efficient	examined and found	Efficient	" Rule Length	300 Size 2 3/4
Keelsons	Efficient	Windlass examined and found	Efficient	Hawsers and Warps	Sufficient
Stringers	Not Examd.	Pumps " " "	Not Examd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Efficient	W.T. Doors " " "	Not Examd.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Efficient			complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.)

Found	Recommended
6. 'A' strake plate No.9 (ss) set up bodily approx. 60 m/ms max over fuel length.	'A' strake plate No.9 to renew. Size:- 8700 x 1982 x 16.5
7. 'B' strake plate No.5 (ss) set up between frames.	B5 plate to renew. Size:- 8700 x 1930 x 16.5
8. 'B' strake plate No.6 (ss) set up between frames.	B6 plate to renew. Size:- 8700 x 1930 x 16.5
9. 'B' strake plate No.7 (ss) set up slightly between frames.	B7 plate to remove fair and refit. Size:- 8700 x 1930 x 16.5

Survey Fee Docking £ 10- 0- 0
 Damage LSA-420 £ 50- 0- 0
 Damage D-598 £ 50- 0- 0
 Special Damage or Repair Fee (if any)
 Special Atten. £ 14- 0- 0
 Travelling Expenses (if chargeable) LSA £ 3- 0- 0
 D £ 3- 0- 0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

From L

V. "TWEEDBANK" Yokohama, (Sheet 2)

Found

Recommended

'B' strake plates Nos. 9 & 10 (ss) set up between frames approx. 45 m/ms max.

'C' strake plate No.4 (ss) set up between frames approx. 22 m/ms max.

'C' strake plate No.7 (ss) set up between frames approx. 60 m/ms max.

'D' strake plate Nos. 9 & 10 (ss) set up between frames approx. 65 m/ms max.

'A' strake plate No.6 (ps) set up between frames.

'A' strake plate Nos. 8 & 9 (ps) set up between frames approx. 150 m/ms max.

'A' strake plate No.11 (ps) indented between frames slightly.

'A' strake plate Nos. 12 & 13 (ps) set up between frames approx. 60 m/ms max.

'B' strake plate Nos. 8 & 9 (ps) set up bodily approx. 185 m/ms max.

'B' strake plate No.13 (ps) set up between frames approx. 40 m/ms max.

'C' strake plate Nos. 6 & 7 (ps) set up bodily approx. 300 m/ms max.

'C' strake plate No.9 (ps) indented on common seam of 'B' strake plate No.12.

'C' strake plate Nos. 10 & 11 set up between frames approx. 40 m/ms max.

'D' strake plate No.9 (ps) set up bodily approx. 270 m/ms max.

'D' strake plate No.10 (ps) set up at after end approx. 75 m/ms max.

'E' strake plate No.7 (ps) set in bodily.

'F' strake plates Nos. 8 & 9 (ps) buckled in way of common butt.

'G' strake plate No.9 (ps) buckled between frame No. 81 & 82 & 83 & 84.

'H' strake plate No.9 (ps) buckled between frame Nos. 81 & 82.

'E' strake plate No.7 (ss) indented between frames.

Ten in number plate floors within No.2 D.B. Tank (ss) buckled on frame Nos. 98, 100, 102, 103, 105, 107, 111, 113 & 115.

1. Three in number intercostal side girder plates within No.2 DB. Tank (ss) buckled between frame Nos. 98-99, 100-101 & 104-105.

2. All floors and intercostal side girder within No.3 DB. Tank (ps) badly buckled and bent from frame No. 79 & 86 inclusive.

3. Centre girder from frame No. 79 to 86 buckled in way of lower part.

4. Tank end floor at frame No. 78 (ps) buckled at lower part.

5. Four in number plate floors within No.3 DB. Tank (s) buckled and bent at frame Nos. 79, 80, 81 & 82.

6. One intercostal side girder within No.4 DB. Tank (p & s) buckled between frame Nos. 77-78.

'B' 9 & 10 to renew.
Size:- 2 @ 8700 x 1930 x 16.50

'C' 4 plate to renew.
Size:- 8700 x 1930 x 16.50

'C' 7 plate to renew.
Size:- 8700 x 1930 x 16.50

'D' 9 & 10 plates to renew.
Size:- 2 @ 8700 x 1753 x 16.5

'A' 6 plate to renew.
Size:- 8700 x 1982 x 16.5

'A' 8 & 9 plates to renew.
Size:- 2 @ 8700 x 1982 x 16.5

'A' 11 plate to remove fair and refit.
Size:- 8700 x 1982 x 16.5

'A' 12 & 13 plates to renew.
Size:- 8700 x 1982 x 16.5

'B' 8 & 9 plates to renew as necessary.
Size:- 1 @ 6000 x 1930 x 16.50
1 @ 8700 x 1930 x 16.50

'B' 13 plate to renew.
Size:- 8700 x 1930 x 16.50

'C' 6 & 7 plates to renew.
Size:- 2 @ 8700 x 1930 x 16.50

C9 & B12 to fair in place.
Size:- 6.0 sq. metres.

'C' 10 & 11 plates to renew.
Size:- 2 @ 8700 x 1930 x 16.5

'D' 9 plate to renew.
Size:- 8700 x 1753 x 16.50

'D' 10 plate to crop and part renew.
Size:- 3000 x 1753 x 16.50

'E' 7 plate to renew.
Size:- 8700 x 1680 x 16.50

'F' 8 & 9 to crop and part renew and refit in one plate.
Size:- 5460 x 1677 x 16.5

'G' 9 plate to crop and part renew.
Size:- 5460 x 1982 x 16.5

'H' 9 plate to crop and part renew.
Size:- 5460 x 1905 x 16.50

'E' 7 plate to fair in place.
Size:- 2.0 sq. metres.

Ten plate floors to crop and part renew.

Three intercostal side girder plates to renew.

All floor plates and intercostal side girder plates from frame Nos. 79 to 86 to renew in their entirety.

Centre girder to crop and part renew lower half from frame No. 79 to 86.

Tank end floor to crop and part renew.

Four plate floors to renew in their entirety.

Two intercostal side girder to renew.

Found

Recommended

One floor on frame No. 77 within No.4
(s) buckled between centre and side

One plate floor to crop and part renew.

in seams and floor connections to tank
ing of DB. Tanks within Forward deep
& s) leaking.

Approx. 300 rivets to renew.

bottom tank top plating, margin plating
thin port and starbd. after deep tanks
buckled and bent.

Tank top plating to renew.
Size:- 8 @ 2560 x 1910 x 10
1 @ 5460 x 1830 x 14
1 @ 9100 x 1820 x 10
1 @ 9100 x 555 x 10
1 @ 2560 x 1820 x 14

ake plate No.13 (p) set in between
heavily.

'H' 13 plate to renew.
Size:- 8700 x 1905 x 16.5

ake plate No.13 (p) set in heavily
frames heavily.

'J' 13 plate to renew.

ake plate No.14 (p) indented between

'H' 14 plate to fair in place.

ake plate No.12 (p) indented between

'J' 12 plate to fair in place.

The Owners Representative requested permanent repairs be deferred meantime and further requested
to proceed to Hong Kong via Iloilo where it is understood the vessel will be sold for breaking up.
The following temporary repairs were recommended to enable the vessel to proceed to Hong Kong via

1/2 m plate girder with 200 x 20 m/m face plate (minimum depth of girder 500 m/m) now fitted on tank
immediately in way of buckled side girder (port side) extending from frame No.74 to 90. (Side
er buckled from frame No.78 to 89).

1/2 m plate girder with 200 x 20 m/m face plate (minimum depth of girder 150 m/ms) now fitted to
side of bottom shell plating immediately in way of buckled side girder (port side) extending
frame No. 74 to 90.

aforementioned girders are fitted with flanged plate tripping brackets.
nel struts are also fitted within the D.B. Tank connecting the toes of the tripping brackets
rs in way frame Nos. 79 to 83 badly buckled port side).

double bottom suction lines tested and found in order.

suction pipes in way of tank end between Nos. 3 & 4 tanks broken and now part renewed (p & s).

ent box fitted in bilge ways of Aft deep Tank frame Nos. 78 to 84 and bilge suction pipes altered
suit (port side).

end between Nos. 3 & 4 DB tanks now made tight by overhauling caulking and ring welding leaky
ets (p & s).

3 DB tank top plating in fore and aft Deep tanks made tight by overhauling caulking of plate seams
ring welding rivet points where found necessary.

atom shell plating in way of Nos. 3 & 4 DB Tanks (p & s) made tight by overhauling caulking of plate
ams and ring welding leaky rivets.

On completion, all temporary repairs examined and Nos. 3 & 4 DB Tanks (p & s) and port after deep Tank
with water and tested and all found satisfactory and watertight.

It was finally recommended set up bottom shell plating (p & s) together with internal structure be
ed and dealt with as found necessary on arrival at Hong Kong to which port the vessel is now proceeding
oilo.

and Tear Repairs

Minor repairs only effected.

List No.174

After Peak Tank top (ss) (wasted) examined at this time and found cement box fitted previously
continues efficient meantime.

225 fathoms of chain cable supplied previously at Durban - See Durban Surveyors Interim Certificate
ated 23/3/60.

Bower anchor and 60 fathoms of chain cable to supply - nothing done at this time.



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Cont'd Sheet No.4

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Class - See Durban Surveyors.

rtificate dated 7/3/60.

ting in vicinity of after end, rudder and sternframe examined at this time and no damage found.

mitted this condition be removed from the vessel's class.

ix No.5

ents in shell plating (p & s) examined at this time and found to continue efficient.



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