

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

Kobe

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.

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		CI(p) 4/57
	Carrying veg. oil in DTs and in tanks between tunnels		(s) 5/57 N

Give dates and references to any letters relating to this Report.

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

Keel plate No.4 set up on starboard seam.

Keel plate No.5 set up on starboard seam.

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

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

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

Recommended

Keel plate No.4 to fair in place. Size:- 5.0 sq. metres.

Keel plate No.5 to fair in place. Size:- 5.0 sq. metres.

Keel plate No.7 to renew. Size:- 8700 x 1350 x 20

Keel plate No.8 to renew. Size:- 8700 x 1350 x 20

'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/OR-SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fair'd or Repaired								
Fair'd 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 No

When 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.

Shigeo Takano
Surveyor to Lloyd's Register of Shipping

THURSDAY 11 AUG 1960

Noted - see the minute 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 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

Have the shell and deck plating been drilled as per Rule? No

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

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.
" " in way of side scuttles	Not Examd.	Cement or Asphalt	Not Examd.
Rudder and Sternframe	Efficient	Cargo and other Hatchways	Efficient
Decks	Efficient	Hatches and closing appliances	Efficient
Superstructures and their closing appliances	Efficient	Ventilators, their coamings and closing appliances	Efficient
Coamings and Casings	Efficient	Companionways and Skylights	Efficient
Beams and Fastenings	Efficient	Shell Openings	Efficient
Frames	Efficient	Ash Shoots	None
Reverse Frames	None	Overboard Discharges and Scuppers	Not Examd.
Longitudinals	None	Freeing ports	Efficient
Transverses	Efficient	Steering Gear (Main and Auxiliary)	Efficient
Floors	Efficient	examined and found	Efficient
Keelsons	Efficient	Windlass examined and found	Efficient
Stringers	Not Examd.	Pumps " " "	Not Examd.
Inner Bottom Plating	Efficient	W.T. Doors " " "	Not Examd.
Bulkheads and Tunnel	Efficient		

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

REMARKS, REPAIRS, Etc. (Contd.)	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) 6.44

Date when A/c. Rendered JUN 2

From L

V. "TWEEDBANK" Yokohama, (Sheet 2)

Rpt. No. 3268A

Found	Recommended
'B' strake plates Nos. 9 & 10 (ss) set up between frames approx. 45 m/ms max.	'B' 9 & 10 to renew. Size:- 2 @ 8700 x 1930 x 16.50
'C' strake plate No.4 (ss) set up between frames approx. 22 m/ms max.	'C' 4 plate to renew. Size:- 8700 x 1930 x 16.50
'C' strake plate No.7 (ss) set up between frames approx. 60 m/ms max.	'C' 7 plate to renew. Size:- 8700 x 1930 x 16.50
'D' strake plate Nos. 9 & 10 (ss) set up between frames approx. 65 m/ms max.	'D' 9 & 10 plates to renew. Size:- 2 @ 8700 x 1753 x 16.5
'A' strake plate No.6 (ps) set up between frames.	'A' 6 plate to renew. Size:- 8700 x 1982 x 16.5
'A' strake plate Nos. 8 & 9 (ps) set up between frames approx. 150 m/ms max.	'A' 8 & 9 plates to renew. Size:- 2 @ 8700 x 1982 x 16.5
'A' strake plate No.11 (ps) indented between frames slightly.	'A' 11 plate to remove fair and refit. Size:- 8700 x 1982 x 16.5
'A' strake plate Nos. 12 & 13 (ps) set up between frames approx. 60 m/ms max.	'A' 12 & 13 plates to renew. Size:- 8700 x 1982 x 16.5
'B' strake plate Nos. 8 & 9 (ps) set up bodily approx. 185 m/ms max.	'B' 8 & 9 plates to renew as necessary. Size:- 1 @ 6000 x 1930 x 16.50 1 @ 8700 x 1930 x 16.50
'B' strake plate No.13 (ps) set up between frames approx. 40 m/ms max.	'B' 13 plate to renew. Size:- 8700 x 1930 x 16.50
'C' strake plate Nos. 6 & 7 (ps) set up bodily approx. 300 m/ms max.	'C' 6 & 7 plates to renew. Size:- 2 @ 8700 x 1930 x 16.50
'C' strake plate No.9 (ps) indented on common seam of 'B' strake plate No.12.	C9 & B12 to fair in place. Size:- 6.0 sq. metres.
'C' strake plate Nos. 10 & 11 set up between frames approx. 40 m/ms max.	'C' 10 & 11 plates to renew. Size:- 2 @ 8700 x 1930 x 16.5
'D' strake plate No.9 (ps) set up bodily approx. 270 m/ms max.	'D' 9 plate to renew. Size:- 8700 x 1753 x 16.50
'D' strake plate No.10 (ps) set up at after end approx. 75 m/ms max.	'D' 10 plate to crop and part renew. Size:- 3000 x 1753 x 16.50
'E' strake plate No.7 (ps) set in bodily.	'E' 7 plate to renew. Size:- 8700 x 1680 x 16.50
'F' strake plates Nos. 8 & 9 (ps) buckled in way of common butt.	'F' 8 & 9 to crop and part renew and refit in one plate. Size:- 5460 x 1677 x 16.5
'G' strake plate No.9 (ps) buckled between frame No. 81 & 82 & 83 & 84.	'G' 9 plate to crop and part renew. Size:- 5460 x 1982 x 16.5
'H' strake plate No.9 (ps) buckled between frame Nos. 81 & 82.	'H' 9 plate to crop and part renew. Size:- 5460 x 1905 x 16.50
'E' strake plate No.7 (ss) indented between frames.	'E' 7 plate to fair in place. Size:- 2.0 sq. metres.
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.	Ten plate floors to crop and part renew.
Three in number intercostal side girder plates within No.2 DB. Tank (ss) buckled between frame Nos. 98-99, 100-101 & 104-105.	Three intercostal side girder plates to renew.
All floors and intercostal side girder within No.3 DB. Tank (ps) badly buckled and bent from frame No. 79 & 86 inclusive.	All floor plates and intercostal side girder plates from frame Nos. 79 to 86 to renew in their entirety.
Centre girder from frame No. 79 to 86 buckled in way of lower part.	Centre girder to crop and part renew lower half from frame No. 79 to 86.
Tank end floor at frame No. 78 (ps) buckled at lower part.	Tank end floor to crop and part renew.
Four in number plate floors within No.3 DB. Tank (s) buckled and bent at frame Nos. 79, 80, 81 & 82.	Four plate floors to renew in their entirety.
One intercostal side girder within No.4 DB. Tank (p & s) buckled between frame Nos. 77-78.	Two intercostal side girder to renew.

Found

Recommended

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

One plate floor to crop and part renew.

Seams and floor connections to tank along of DB. Tanks within Forward deep (p & s) leaking.

Approx. 300 rivets to renew.

Bottom tank top plating, margin plating within 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

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

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

Deck plate No.13 (p) set in heavily on frames heavily.

'J' 13 plate to renew.

Deck plate No.14 (p) indented between

'H' 14 plate to fair in place.

Deck 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 girder 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 on side of bottom shell plating immediately in way of buckled side girder (port side) extending from frame No. 74 to 90.

The aforementioned girders are fitted with flanged plate tripping brackets. Channel struts are also fitted within the D.B. Tank connecting the toes of the tripping brackets (struts 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).

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

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

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

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

On completion, all temporary repairs examined and Nos. 3 & 4 DB Tanks (p & s) and port after deep Tank examined 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 examined and dealt with as found necessary on arrival at Hong Kong to which port the vessel is now proceeding via Iloilo.

Weld 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 dated 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.

ertificate 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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