

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. D-598

Port YOKOHAMA

14th June, 1960

This is to Certify that

L.D. PHILLIP & J. WISE

designated Surveyor to this Society did at the request of

Representative attend on board the S.S. "TWEEDBANK" 5672 tons gross on the 13th May 1960 and subsequently whilst the vessel lay afloat at Yokohama for the purpose of ascertaining the nature and extent of damage sustained by (1) grounding at Kunsan, Korea on 11th April 1960 (2) Tug damage during refloating operation (3) stated during re-floating operations on 29/30 April 1960, subsequent to damage on 29 April 1960 (4) stated due to fouling Turning Bony in Port de Bouchon, on the 17 February 1960.

For further particulars please see ship's log books.

After examination of the vessel afloat and in drydock the undersigned.

FOUND

RECOMMENDED

From forward

Keel plate No. 4 set up on starboard

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

Keel plate No. 5 set up on starboard

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

Keel plate No. 7 set up bodily approx.
max over full length.

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

Keel plate No. 8 set up bodily approx.
max over forward part of plate.

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

Strake plate Nos. 5, 6 & 7 (ss)
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

Strake plate No. 9 (ss) set up
bodily approx. 60 mm max over full
length.

'A' strake plate No. 9 to renew.
Size:- 8700 x 1982 x 16.5

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FOUNDRECOMMENDED

'B' strake plate No.5(ss) set up between frames.	B5 plate to renew. Size:- 8700 x 1930 x 16.5
B strake plate No.6 (ss) set up between frames.	B6 plate to renew. Size:- 8700 x 1930 x 16.5
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
'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



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Cont'd Sheet No.3

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FOUND

RECOMMENDED

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| <p>'D' strake plate No.10 (ps) set up at after end approx. 75 m/ms max.</p> <p>'E' strake plate No.7 (ps) set in bodily.</p> <p>'F' strake plates Nos. 8 & 9 (ps) buckled in way of common butt.</p> <p>'G' strake plate No.9 (ps) buckled between frame No.81 & 82 & 83 & 84.</p> <p>'H' strake plate No.9 (ps) buckled between frame Nos. 81 & 82.</p> <p>'I' strake plate No.7 (ss) indented between frames.</p> <p>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.</p> <p>Three in number intercostal side girder plates within No.2 D.B. Tank (ss) buckled between frame Nos. 98-99, 100-101 & 104-105.</p> <p>All floors and intercostal side girder within No.3 D.B. Tank (ps) badly buckled and bent from frame No.79 & 86 inclusive.</p> <p>Centre girder from frame No. 79 to 86 buckled in way of lower part.</p> <p>Tank end floor at frame No.78 (ps) buckled at lower part.</p> <p>Four in number plate floors within No.3 D.B. Tank (s) buckled and bent at frame Nos. 79, 80, 81 & 82.</p> <p>One intercostal side girder within No.4 D.B. Tank (p & s) buckled between frame Nos. 77-78.</p> <p>One plate floor on frame No. 77 within No.4 D.B. Tank (s) buckled between centre and side girder.</p> <p>Rivets in seams and floor connections to tank top plating of D.B. Tanks within Forward deep Tanks (p & s) leaking.</p> <p>Double bottom tank top plating, margin plating etc. within port and starbd. after deep tanks set up, buckled and bent.</p> | <p>'D' 10 plate to crop and part renew.
Size:- 3000 x 1753 x 16.50</p> <p>'E' 7 plate to renew.
Size:- 8700 x 1680 x 16.50</p> <p>'F' 8 & 9 to crop and part renew and refit in one plate.
Size:- 5460 x 1677 x 16.5</p> <p>'G' 9 plate to crop and part renew.
Size:- 5460 x 1982 x 16.5</p> <p>'H' 9 plate to crop and part renew.
Size:- 5460 x 1905 x 16.50</p> <p>'I' 7 plate to fair in place.
Size:- 2.0 sq. metres.</p> <p>Ten plate floors to crop and part renew.</p> <p>Three intercostal side girder plates to renew.
Size:- 5700 x 1677 x 16.5</p> <p>All floor plates and intercostal side girder plates from frame Nos. 79 to 86 to renew in their entirety.</p> <p>Centre girder to crop and part renew lower half from frame No. 79 to 86.</p> <p>Tank end floor to crop and part renew.</p> <p>Four plate floors to renew in their entirety.</p> <p>Two intercostal side girder to renew.</p> <p>One plate floor to crop and part renew.</p> <p>Approx. 300 rivets to renew.</p> <p>Tank top plating to renew.
Size:- 8 * 2560 x 1910 x 10
1 * 2560 x 1830 x 14
1 * 9109 x 1830 x 10
1 * 9100 x 555 x 10
1 * 2560 x 1820 x 14</p> |
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FOUND

End connection pieces broken (No. 3 3/4 DB Tanks) for No. 2 DB inner and No. 3 DB port outer lines.

Lines for No. 2 DB port and No. 1 DB, within No. 3 DB (port), broken.

All DB. Tanks, Deep Tanks to be cleaned and gas freed, if necessary and tested on completion of repairs.

RECOMMENDED

Both suction line connection pieces to renew.

Two lengths of each suction line to renew.

All suction lines to No. 1, 2 & 3 DB Tanks to be hydraulically tested on completion of repairs and pumping trials to be effected.

Main Engine (p & s) Crankshaft deflections to verify together with straight shafting alignment.

(2)

FOUND

Strake plate No. 13 (p) set in between frames heavily.

Strake plate No. 13 (p) set in evenly between frames heavily.

Strake plate No. 14 (p) indented between frames.

Strake plate No. 12 (p) indented between frames.

RECOMMENDED

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

'J' 13 plate to renew.

'H' 14 plate to fair in place.

'J' 12 plate to fair in place.

(3)

Port and Starboard Tailshaft wear-down readings to be considerably increased from previous records.

Number of Port and Starboard Main Engine Holding down bolts slack with leakage from DB Tanks under.

Tailshafts to withdraw, sternbushes to be re-lined with Lignum Vitae and Tailshaft lines to be machined as found necessary.

All Main Engine and Thrust Holding down bolts to check, tighten and re-granet as necessary.

Double bottom tanks in way to test hydraulically on completion.

Port and Starboard Thrust block covers to remove for Thrust inspection.

Sea connections to open up for examination together with Main Engine Lubricating oil Cooler, Injector Cooler, Auxiliary Condenser, Auxiliary engine Lubricating oil cooler and Air Compressor Coolers.

(4)

FOUND

Starboard side propeller rope guard indented and scored.

Edges (leading and trailing) and tips of p & s propellers generally scored, buckled and torn (numerous minor fractures) with pieces missing.

RECOMMENDED

Rope guard to renew.

P & S propellers to remove, blades repaired as necessary, Pitch and balance to be verified on completion of repairs.

The foregoing recommendations were made with a view to placing the ship in the same efficient condition as obtained before the alleged casualty.

It was also recommended that the whole of the work be carried out in an efficient manner including all incidental removals, that satisfactory tests be made out on completion and thereafter all new and disturbed work be repeated properly.

It was further recommended that Nos. 5 & 6 BB tanks be opened up cleaned, freed and internally examined.

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The damages found as noted above are in the opinion of the undersigned consistent with the causes alleged.

At the request of the Owner's Representative permanent repairs to Damages (2), (3) & (4) were deferred until the vessel's arrival in Hong Kong to which the vessel is proceeding direct via Iloilo.

Temporary Repairs:-

The following temporary repairs were recommended by the undersigned and promptly carried out at this time by Messrs. Asano Dock, N.Y.K., Yokohama.

16 m/m thick plate girder with 200 x 20 m/m face plate (minimum depth of girder 500 m/m) now fitted on tank top 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).

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

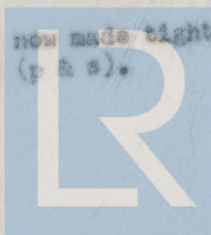
The aforementioned girders are fitted with flanged plate tripping brackets on alternate frames and channel struts are also fitted within the S.B. Tank connecting the toes of the tripping brackets.

Two suction pipes in way of tank end between Nos. 3 & 4 S.B. Tanks broken and now cropped and part renewed.

All S.B. tank suction lines tested and found in order.

Cement box fitted in bilge ways of port after deep tank from frame No. 78 to 84 and bilge suction lines altered to suit.

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



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"TWERDEBANK" (Sheet 6)

- No. 3 D.B. Tank top plating in fore and aft Deep Tanks made tight by overhauling caulking of plate seams and welding up rivet points where found necessary.
- Bottom shell plating in way of Nos. 3 & 4 D.B. Tanks (p & s) made tight by overhauling caulking of plate seams and welding leaky rivet points.
- Side shell plating in way of Port after deep tank made tight by overhauling caulking of plate seams and welding leaky rivet points.
- Pressure tested Nos. 3 & 4 Double bottom tanks and port after deep tank and found satisfactory.
- Suction lines to No. 1, 2 (p) & 3 (p) DB Tks. hydraulically tested and pumping trials effected on completion of part renewals.
- Straight shafting (p & s) alignment verified together with main engine (p & s) crankshaft deflections.
- Port and Starboard Main Engine holding down bolts checked, tightened and gaskets renewed as necessary.
- Fractures in p & s propeller blades stop drilled.

Docking and Charges:-

The vessel entered the drydock of Messrs. Asano Dock, N.K.K., Yokohama on the 16th May and undocked on the 23rd May 1960 and the charges for drydocking amounted to Yen three hundred and fifty eight thousand three hundred only (¥ 358,300.-).

Note:- The drydock was used for five days only in carrying out temporary repairs. The above drydocking charges are considered fair and reasonable.

Repairs and Charges:-

The above recommended temporary repairs were carried out efficiently by Messrs. Asano Dock, N.K.K., Yokohama and the costs amounted to Yen two million five hundred and eighty one thousand only (¥ 2,581,000.-).

The charge for furnishing electric shore power during the drydocking amounted to Yen fifty seven thousand six hundred only (¥ 57,600.-).

The above charges are considered fair and reasonable.

Submitted without prejudice.

Philip S. J. Winn
 SUPERVISOR TO LLOYD'S REGISTER
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