

of writing Report 13th Jan. 1959 When handed in at Local Office Received London  
held at Yokohama No. of Visits 4 First Date 10th Jan. 19 59 Last Date 12th Jan. 19 59

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

in R.B. 33428 on the Iron or Steel M.S. S.S. "UNIVERSAL TRADER" Tons gross 5183  
at Port Glasgow By Whom Lithgows Ltd. When 1922 Year 1922 Month 9  
Peak S.S. Co., Ltd. Owners' address (If not already in R.B.)  
Great Southern S.S. Co., Ltd. Port of Registry Hong Kong  
veyed Afloat or in Drydock Afloat Name of Dock Date of last examn. in Drydock

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

Last Report No. 5924 Port Kob  
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 fully 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.

SHIP'S CLASS			Machinery	
Date of Special and of Drydocking Surveys, etc.				
+	100 A1	7,58	+	LMC 9,57
	SS Kob	9,57		BS (M) 7,58
	SS (Dr)	7,47		TS CL 9,57
				Sps 9,57

ve 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 1- ft - ins  
Was a damage report made by anyone else? If so, by whom?

## EXAMINATION AND REPAIRS AS PER RULE FOR WEAR AND TEAR REPAIRS

**SHELL PLATING:-** Leakage found through the second strake below sheerstrake abreast No.5 Hold port and starboard the wastage located just above the lower riveted seam and mainly adjacent to the heel and toes of shell frames, about 6'-0" below load water line.

**TEMPORARY REPAIRS:-** All this area now hammer tested and a total of 10 holes (PS) and 3 holes (SS) found and now suitably fitted with wooden plugs and efficient cement boxes ranging generally over length of hold.

These temporary repairs have been arranged at the request of the Owners Representative.

It was recommended that upon discharge of the present cargo of iron ore at Muroran, Japan, the vessel be dry docked at a convenient port in Japan, not later than 31st January 1959 and the shell plating examined, the second strake below sheer (abreast No.5 Hold P&S) removed, and the plating, framing etc. in way specially examined and dealt with as found necessary.

**DECK PLATING:-** Leakage found through deck plating. The three strakes of upper deck plating in the line of No.5 Hatchway and Poop Bulkhead wasted through at forward end.

**TEMPORARY REPAIRS:-** Welded doubling plates (3) fitted efficiently over affected area.

It was recommended that these three deck plates be renewed at the dry docking referred to above.

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 Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? No Is Classification Certificate required? If so, to be sent to No  
If so, 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 surveyed is eligible in my opinion to remain as classed without fresh record of survey subject to ship being placed in dry dock in Japan by 31st January 1959 for examination after discharge of the present cargo at Muroran, Japan, and the second strake below sheer (P&S) being removed abreast No.5 Hold, examined, and plating and framing dealt with as found necessary; to the upper deck plating being renewed at aft end No.5 Hatchway and to the forward sheave block (PS) of steering gear being renewed at the same time.

*MacLeod*  
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

See minute dated 27/2/59 on Casualty report.

Noted for Header



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003458-003465-0157

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR OCCASIONAL 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	No	F.P. Tank	No	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	No	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	No	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	No	Deep Tanks	No	No
Holds No. 5 Lower (Part)	Yes	Oil Fuel Bunkers and Settling Tanks	No	No
'Tween Decks	No	Side Tanks	No	No
Fore Peak Spaces	No	Wing Tanks	No	No
After " "	No	Other Tanks	No	No
Engine Space	No	Cargo Tanks (Tankers)	No	No
Boiler "	No	Cofferdams	No	No
Under Engines and Boilers	No	Pump Rooms	No	No
Tunnel and Well	No			
Coal Bunkers	No			
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?		No
		Have Strums in Cargo Tanks (of Tankers) been removed?		No
		Have Tanks been Retested as necessary after completion of any Repairs?		No

Have the spaces now surveyed been cleared and cleaned as necessary? No

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? No 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? No

Has a Load Line Survey been held? No If so, state which No

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—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating Port No.5 Hold Yes	Ceiling and Cargo Battens Not exd.	Sluice Valves examined and found Not exd.	
" " in way of side scuttles Not examined	Cement or Asphalt "	Air and Sounding Pipes "	
Rudder and Sternframe "	Cargo and other Hatchways "	Doubling Plates under Sounding Pipes "	
Decks Upper Dk. Aft Yes	Hatches and closing appliances "	Masts and Rigging examined and found "	
Superstructures and their closing appliances Not exd.	Ventilators, their coamings and closing appliances "	Condition, how ascertained (State if wedges removed) "	
Coamings and Casings "	Companionways and Skylights "	Chain Locker "	
Beams and Fastenings "	Shell Openings "	EQUIPMENT	
Frames Port No.5 Hold Yes	Ash Shoots "	Equipment Letter -	
Reverse Frames Not exd.	Overboard Discharges and Scuppers "	Anchors, No. of - Condition -	
Longitudinals None	Freeing ports "	Cables (State if now ranged and examined) No	
Transverses "	Steering Gear (Main and Auxiliary) examined and found Efficient	" length (on board) - mean diam. -	
Floors Not exd.	Windlass examined and found Not exd.	" Rule Length - Size -	
Keelsons "	Pumps " " " "	Hawsers and Warps Not exd.	
Stringers "	W.T. Doors " " " "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach. No	
Inner Bottom Plating "			
Bulkheads and Tunnel "			

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

REMARKS, REPAIRS, Etc. (Contd.)

STEERING GEAR (Rod and Chain):— The forward sheave block (port side) at aft end of Bridge House, broken on upper lip (cast iron) and this was stated caused by the use of oversize chain (1 1/2" dia. in lieu of 1 3/8" dia).

TEMPORARY REPAIRS:— The edge of the upper lip completely removed and a fabricated mild steel upper lip fitted, efficiently stiffened and secured to top side of sheave to allow chain to run smooth. It was recommended that the sheave block be completely renewed at the dry docking referred to above. The Owners state that arrangements will be made to supply suitable chain at that time.

S.R.L.:— Nil.

Survey Fee £ 20-0-0  
 Late attend. £ 6-0-0  
 Special Damage or Repair Fee (if any) Sunday att. £ 8-0-0  
 Travelling Expenses (if chargeable) £ 2-0-0

Second Surveyor's Fee (if any)  
 Date when A/c. Rendered

JAN 16 1958  
 Lloyd's Register Foundation