

4 MAY 1962

Rpt. 8

WRECK SECTION

Port HONG KONG.

No. 16963.

Date of writing Report 23-4-62.

When handed in at Local Office 23-4-62.

Received London

Survey held at Hong Kong.

No. of Visits 1

First Date and 19 62.

Last Date 14-4-19 62.

REPORT OF SHIP SURVEYS AND REPAIRS

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

WRECK SECTION

No. in R.B. 08413

on the Iron or Steel M.S.

S.S.

"DEEP RIVER"

Tons gross 7077

Built at Richmond

By Whom Todd-California S.B. Corp.

When 1942

Owners International Nav. Corp.

Owners' address (If not already in R.B.)

Managers

Port of Registry Monrovia.

Surveyed Afloat or in Drydock Afloat.

Name of Dock Hong Kong Harbour.

Date of last examn. in Drydock

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

Last Report: No. 51990 Port ROT.
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.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1	with fbd.	6,61	+IMC 4,57
SS		4,57	MBS 12,60
			TS CL 1,60
			SPS 4,57

Give dates and references to any letters relating to this Report. London cable, dated 13th April, 1962.

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.

Freeboard as marked on ship and now verified 10 ft 6 1/2 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION with a view to a further postponement of PERIODICAL SPECIAL SURVEY "C" until end of May, 1962.

Now Done :

In accordance with authorisation and instruction given in Committee's cable abovementioned, and at request of Master and Owners' Agents, attended ship afloat and carried out a further General Examination with a view to an additional short term postponement of Special Survey until end May, 1962.

Parts of the ship as detailed in the relative tables and headings overleaf generally examined on this basis and condition found such as could, in our opinion, warrant favourable consideration being given to the Owners' request.

Although the main structure of the ship as seen would appear generally sound and satisfactory considerable damage has been caused throughout all cargo spaces, apparently by carriage and handling of bulk mineral cargoes over a prolonged period, and where the condition of parts is described as "Good" overleaf it should be borne in mind that in most instances this description is intended only to cover the further short period of grace requested. Badly damaged and broken air pipes within the Nos.1 & 2 lower hold spaces were repaired or renewed before the ship proceeded on voyage. A few other minor voyage repairs and repairs to freeboard items also dealt with.

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? Yes.

Is Classification Certificate required? If so, to be sent to No.

If so, is the Report sent now, or when will it be sent? Incorporated herein. 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 as now surveyed is, in our opinion, eligible to remain as now classed in the Register Book without fresh record of Survey, and continuing subject to any outstanding conditions of class being dealt with as previously recommended.

John Manson & D.C. Wood.
Surveyor to Lloyd's Register of Shipping

MONDAY 21 MAY 1962

Date of Committee

Minute

Deferred for SS (By 4.62) Rmt.
(Further postponement of SS until 5.62 approved)



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Lloyd's Register Foundation

003631-003639-0209

See end of page 13.4

OK: like Jan PP

TABLE 1

Generally a further short term postponement of Special SURVEY "C"
 PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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	Yes.	No.
Rudder lifted	No.	A.P. "	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Dry tanks below boilers - Yes.	
Hatchways, Covers, closing and securing appliances	Yes.	Fresh Water Tanks	No.	No.
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Deep Tanks	No.	No.
Holds	Yes.	Oil Fuel Bunkers and Settling Tanks	No.	No.
Tween Decks	Yes.	Side Tanks	None.	--
Fore Peak Spaces	Yes.	Wing Tanks	None.	--
After " "	Yes.	Other Tanks	--	--
Engine Space	Yes.	Cargo Tanks (Tankers)		
Boiler "	Yes.			
Under Engines and Boilers under boilers -	Yes.	Cofferdams		
Tunnel and Well	Yes.	Pump Rooms		
Coal Bunkers	None.			
Chain Locker	No.			
Other Spaces	No.			
Have Tanks now Examined been Cleaned as Necessary? Yes.				
Have Strums in Cargo Tanks (of Tankers) been removed? --				
Have Tanks been Retested as necessary after completion of any Repairs? No repairs.				

Have the spaces now surveyed been cleared and cleaned as necessary? Yes, but for requirements of Gen. Examination only.
 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? Yes. If so, state which Periodical, for issue of short term certificate.
 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 Good.	Ceiling and Cargo Battens None.	Sluice Valves examined and found --
" " in way of side scuttles Not examined	Cement or Asphalt Good.	Air and Sounding Pipes Good.
Rudder and Sternframe Not examined.	Cargo and other Hatchways Good.	Doubling Plates under Sounding Pipes 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) From deck.
Coamings and Casings Good.	Companionways and Skylights Good.	Chain Locker Not examined.
Beams and Fastenings Good.	Shell Openings Not examined.	EQUIPMENT at
Frames Good.	Ash Shoots None.	Equipment Letter
Reverse Frames Good.	Overboard Discharges and Scuppers Good.	Anchors, No. of 3 Condition Not exd.
Longitudinals --	Freeing ports Good.	Cables (State if now ranged and examined) Not exd.
Transverses --	Steering Gear (Main and Auxiliary) examined and found Good.	" length (on board) mean diam. --
Floors Good.	Windlass examined and found Good.	" Rule Length -- Size --
Keelsons Good.	Pumps " " " Not examined.	Hawsers and Warps Sufficient
Stringers Good.	W.T. Doors " " " Good.	State if any Anchors or Chain Cable have now been supplied or retested, if so. supplied.
Inner Bottom Plating Good.		complete Report 8(Eq) and attach.
Bulkheads and Tunnel Good.		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None known. See Below.

REMARKS, REPAIRS, Etc. (Contd.)

General Examination - Machinery:
 No parts of engines or boilers were opened for examination at this time, but in so far as could be seen during the general examination carried out of engine and boiler spaces the machinery of the ship appeared to have been well tended and maintained by Engine Room personnel.
 The general performance of the machinery was discussed with both Master and Chief Engineer when it was stated that same had at all times been efficient and satisfactory.

Cab. Lon. \$97.00
 Cab. H.Kg. 19.00

Survey Fee G.E. \$480.00
 Special Storage or Repair Fee (if any) S.F. 100.00
 Travelling Expenses (if chargeable) 10.00

Second Surveyor's Fee (if any)
 Date when A/c. Rendered 16-4-62.

