

Rpt. 8

Port KOBE

No. 6595

Date of writing Report 17th April, 1959

When handed in at Local Office APR 18, 1959

Received London 23 APR 1959

Survey held at Osaka

No. of Visits 1

First Date and

Last Date 26th Mar. 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.

No. in R.B.

84722

on the ~~XXXX~~ Steel M.S.

"WERNER H"

Tons gross 3965

Built at

Got

By Whom

Eriksbergs M/V A/B

When

Year 1926

Month 9

Owners

O/Y Werner Hacklin

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Bjorneborg

Surveyed Afloat or in Drydock

Afloat

Name of Dock

Buoy, Osaka

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.

6893 HFS

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 if necessary in the body of the Report. Outstanding items to complete the Survey are to 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 Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC
SS (Dr) 7,52 Nsc 8,56	Engines 8,56
DS 7,58	B 10,58
	Boilers 10,58
	Tail shaft CL 1,57

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

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

ft. ins

Master stated not required.

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

EXAMINATION AND REPAIRS AS PER RULE FOR Damage stated to have been caused through contact with m.s. "LENEVERETT", 3805 tons gross of Monrovia, on 24th March 1959 during passage from Tokyo to Osaka.

The damage was confined to the stem plating, forward side shell plating port and starboard, and fore peak structure in way, extending downwards from the upper bosun's store to below the waterline.

The Master stated that at the time of contact, "WERNER H" was proceeding to Osaka in light condition, and that the fore peak tank which is normally used for the carriage of fresh water, was empty.

Ship Examined Afloat: The upper and lower bosun's store spaces were examined internally and it was found that the stem plating was badly twisted to starboard and the side shell plating in way, port and starboard, was badly buckled, fractured and adrift at the riveted seams. Peak frames, beams, breasthooks and deep floors for approximately 10 feet from the fore end, port and starboard, were badly buckled and/or fractured.

The fore peak tank was sounded, subsequently opened up for examination and it was ascertained that the fore peak was open to the sea.

It was recommended that the ship be placed in dry dock at this time for examination of the lower fore peak structure, at which time recommendations for permanent repairs would be made.

Subsequent to the survey, a letter has been received from the Master stating that the ship has been sold to Nissho & Co., Ltd., Traders, Osaka, for re-sale to Ship Breakers; a copy of letters received from the Owners Agents, Kobe and from the Master is submitted with this report.

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

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued? Yes, B-57268 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 ship, as far as now surveyed, is eligible in my opinion to remain as now classed in the Register Book without fresh record of docking survey subject to permanent repairs to the bow structure being carried out prior to proceeding to sea and to all other conditions at present attached to the ships class being dealt with as previously recommended.

W.N.G. McCulloch
Surveyor to Lloyd's Register of Shipping
W.N.G. McCulloch.

TUESDAY 26 MAY 1959

Noted - see Cte minute dated 17.4.59

Noted for Header



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Wreck Rpt 16/4

004249-00428 0057

