

-3. FEB. 1966

Ship's Name SS/MS "TOSA BAY"

Port RANGOON

Processing
Number: LR 536551

Gross tons 5217

Rpt. No. 06491

Port of Registry Hongkong

Date of
build 1-1940

Is there a Rpt. 9? No

No. of visits 3

First date 15.1.66

Last date 20.1.66

Cert. B issued
& copy herewith? YesDamage rpt. issued
& copy herewith? Yes

Last rpt. (H.Q. only) -YKA 6266

Date of
completing rpt. 21.1.66

Surveyed at, if different from Port above -

Safcon Cert. (ST)
issued© herewith? -

If surveyed in D.D. last date of examination -

Has a Load Line
Survey been held? -

Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees K.200/-

Damage fee K.300/-

Expenses K.60/-

S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for Hull damage on a/c heavy weather.

It was alleged that on account of heavy weather on the passage from Tokyo to Chinwangtao, and Chinwangtao to Singapore between 9th/16th and 24th/26th. December 1965 respectively, vessel sustained damage to (a) forepeak (b) port and stb'd ship's side in deep tank of No.3 Lower Hold; stb'd side of after bulkhead of deep tank in No.3 Lower Hold and (c) stb'd ships side of No.5 Lower Hold.

On my inspection on 15.1.66 damage as under was noted:

(a) FOREPEAK, AT UPPER TANK: (i) Stem shoe holed in way of 2 rivets, already cement boxed prior to inspection. (ii) stb'd side already cement-boxed between frame No.10/11, counting from aft, in way of dents caused by anchor flukes.

(b) DEEP TANK IN NO.3 LOWER HOLD. (i) Port ship's side frame No.85 and stb'd ship's side frame Nos.86/91 fractured in way of bilge brackets, frame Nos.87/89 extending to shell plating involving rivets which are leaking. Doublers are already fitted aft of these frames, and old cement boxes exist at bottom between starboard side shell frame Nos.86 to 88. (ii) stb'd side aft bulkhead wasted and perforated at about 6' height between No.1 stb'd side stiffener and shell.

(c) STARBOARD SIDE OF NO.5 LOWER HOLD. (i) Rivets leaking at deep web frame No.25 behind gusset.

Temporary Repairs recommended as under have now been carried out to my satisfaction:

(a) FOREPEAK, AT UPPER TANK (i) Cement box at stem shoe raised to a height of 26" (ii) Cement box extended from frame No.9 to frame No.11, counting from aft, and raised to a height of 20" (b) DEEP TANK IN NO.3 LOWER HOLD (i) doubling plates welded forward of all fractured frame i.e., port side No.85 and starboard side Nos.86/91 and cement boxed in way of leaky rivets of frame Nos.87/89. (c) Cement boxes fitted in way of leaky rivets of web frame No.25 being specially cranked to suit with

Date of Committee

WEDNESDAY - 2 MAR 1966

Minute

as now, A. Mejer

FOR CHAIRMAN
CLASSN. CITE

POSTING

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RECORDS

REPT

- 9. FEB. 1966

Ship's Name SS/MS "TOSA BAY"

Port RANGOON

Processing
Number: LR 536551

Gross tons 5217

Rpt. No. 06491

Plates:

Tested plates of frame nos. 81/83 (c) cement boxes fitted in way of tank
bolt side no. 82 and starboard side no. 80/81 and cement boxes in way of
TOWER HOLE (1) connecting plates welded forward of stb'd side of frame nos. 80/81
connecting from stb'd and raised to a height of 50" (p) DEEP LINK IN NO. 3
HOLD (1) cement box extended from frame no. 8 to frame no. 11

(a) FOREPEAK, (1) UPPER LINK (1) cement box at stem side raised to a
satisfactory height:

Temporarily repairs recommended as under have now been carried out to
meet frame no. 52 pending answer:

(c) REMOVED SIDE OF NO. 3 TOWER HOLE (1) plates testing at deep
side stiffener and shell:

stb'd bulkhead raised and bolted at stem of, height between no. 1 stb'd
at bottom between starboard side shell frame nos. 80 to 88 (1) stb'd side
bulkheads are strongly tested at of these frames and old cement boxes extend
nos. 81/83 extending to shell plating involving plates which are testing
stb'd side frame nos. 80/81 located in way of plate protectors, frame

(p) DEEP LINK IN NO. 3 TOWER HOLE (1) bolt side side frame no. 82 and
anchor links:

boxes between frame no. 10/11 connecting from stb'd in way of frame corner
strongly cement boxes built to inspection (1) stb'd side strongly cement-

(a) FOREPEAK, (1) UPPER LINK: (1) stem side joined in way of 5 plates

on way inspection on 12.1.66 same as under was noted:

date of the next Special Survey
have been effected or it is
re-examination or repairs
before that date the circumstances

The condition of any item is to be described
as "good" only when it has been examined,
found or placed in good condition and is
considered to be acceptable until the due

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed ~~with the following exceptions~~ ^{class} subject to (a) the forepeak (b) stb'd ship's side frames Nos. 86/91 & port ship's side frame No. 85 of deep tank in No. 3 Lower Hold; stb'd side of after bulkhead in deep tank of No. 3 Lower Hold & (c) stb'd shell plating in way of web frame No. 25 being specially examined & dealt with at next drydocking by 5/66, & also subject to any outstanding condition of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

Date of Committee

WEDNESDAY - 2 MAR 1966

Minute

as now, subject

Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN
CLASSN. CITE

ALSO FOR

SPL FOR

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POSTING

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RECORDS

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†Condition

†Condition

| | | |
|--|---|---|
| Shell plating | | *Hatchways |
| Sternframe | | *Ventilators & air pipes |
| Rudder | | *Casings |
| Was rudder lifted? | | *Fiddley openings |
| Plating, etc. In way of shell openings | | *Skylights |
| F.P. spaces | — | *Flush deck scuttles |
| Chain locker | — | *Deckhouses & companionways |
| A.P. spaces | — | *Superstructures |
| Engine space | — | *Side, bow & sterndoors |
| Boiler space | — | *Side scuttles & deadlights |
| Under E. & B. | — | *Ash shoots, etc. |
| Coal bunker | | Scuppers, discharges & valves |
| Tunnel & well | — | Guard rails & bulwarks |
| Duct keel | | Freeing ports |
| Cement, asphalt, etc., on btm. shell | | Gangways & lifelines |
| Weather decks | | Fittings & appliances for timber deck cargoes |
| Sounding pipes with doublers under | | Means of escape: (a) machinery spaces |
| Windlass | | (b) crew and passenger spaces |
| Masts & standing rigging | | (c) spaces in which crew normally employed |
| Hand pumps & suction | | Communications between: (a) bridge & eng. room |
| W.T. doors | | (b) bridge and alternative steering position |
| Fire equipment | | Steering control systems (main and alternative) |
| Other items: | | Helm indicator |
| | | Protection of aft steering wheel & gear |
| | | Steering arrangements (main) |
| | | " " (aux.) |

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

| | | |
|------------------------------------|--------|-----------------------|
| Equipment letter | Cables | State if ranged |
| Fee ltr., if diff. from eqpt. ltr. | | Length on board |
| Anchors: No. on board | | Mean dias. range from |
| | | Rule length |
| | | Mooring ropes |

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Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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