

Ship's Name ~~SS~~ "KELANTAN"
IR. 518487

Gross tons 10341

Is there a rpt. 9? No Port SINGAPORE. Rpt. No. 15080

No. of visits Three. First date 20-2-65. Last date 23-2-65.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) YKA-5684

Date of completing rpt. 26-2-65. Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Afloat. Last date of examination in D.D. -

Has a Load Line Survey been held? No Freeboard Marks verified No

State which additional Rpt. 8 is attached: (Cont); ~~xxx xxx xxx xxx~~

Survey fees \$450. Damage fee Expenses \$15.

L.S.A. fee \$120.

189 MAR 1965

004512-004519-0074

WE have surveyed the above ship in accordance with the Rules for Hull defects and temporary repairs.

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

At request of Owner's Representative attended on board on account of slight leakage at shell plate H17, port side, in way No.2 Port wing tank.

The internal structure generally of the No.2 Port wing tank was found wasted, and, when the attention of the Owner's Representative was drawn to this condition, he stated that on discharge of present cargo the ship was proceeding to HIRAO, Japan, for breaking up purposes. A request was made to the Master that the remaining wing tanks be made available for general examination of internal structure, to which request the Owner's Superintendent and the Master readily agreed.

Nos.2, 3, 4 and 5 Port and Starboard wing tanks were consequently generally examined with the undermentioned condition noted and temporary repairs effected.

P.T.O....

WE recommend that this ship remain as classed ~~xxx~~ without fresh record of dry docking subject to shell plate H17 (p.s.) (cement box fitted) and internal structure in all wing tanks, port and starboard, being specially examined and dealt with as necessary on arrival HIRAO Japan, and not later than end March 1965 (1 month limit) and to any other conditions at present attached to the vessel's 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

Minute

Stacy - ed of Jones
Surveyor to Lloyd's Register of Shipping

THURSDAY 25 MAR 1965

FRIDAY 26 MAR 1965

Deferred for SS Subject

No entries beyond end March without further examination

ALSO FOR

SPL FOR

TRG

CARL

POSTING

HEADER

CERT

Minute
held
shanty with
to them.

Write Owner agent

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

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

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

Nos.2S, 4P, 4S and 5P wing tanks

General wastage of internal structure noted but tanks considered efficient for required period.

No.2 Port wing tank

Internal structure generally wasted. Shell plate H17 cracked to extent approximately 5 inches in way heel of web frame No.74, port side, and web frame wasted to perforation at various points. Cross-tie on web frame No.73 partially fractured at a position approximately 1/5 length from outer bracket.

- (a) Small steel doubler welded internally over crack in shell plate H17, port side and substantial and efficient steel cement box fitted.
- (b) A 6" x 4" O.A. stiffener welded to face of web Frame No.74 over a depth from top bracket to lower stringer level. Several 6" x 4" O.A. stays welded to web frame and to bulb section of longitudinal frames. A 6" x 4" O.A. stiffener welded to cross-tie of web frame and over full length.
- (c) Several 6" x 4" O.A. stays welded to web frame No.73(p.s.) and to bulb section of longitudinal frames in way. Efficient flat bar stiffeners fitted and welded in the bosom of several wasted longitudinal frames in way of web frames 73 and 74.
- (d) 2 - efficient flat bar stiffeners welded to shell at forward end over a depth from upper to lower stringer and flat bar stiffeners fitted and welded in bosom of longitudinal frames in way broken connection longitudinal frames/stringer brackets.

No.3 Port wing tank

Internal structure generally wasted.

- (a) A 6" x 6" O.A. stiffener welded to face of 2nd. web frame from aft over a depth from cross-tie to lower bracket.
- (b) Efficient flat bar stiffeners fitted and welded in the bosom of wasted 3rd, 4th and 5th longitudinal frame from deck level.

Cont.2....

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



© 2020

Lloyd's Register Foundation