

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London  
20. AUG.

Ship's Name ~~SS~~/MS "PORT WYNDHAM" LR528271 Gross tons 8702  
 Is there a rpt. 9? Yes. Port Adelaide. Rpt. No. 7927  
 No. of visits Four (4) First date 3/8/65 Last date 5/8/65  
 Interim Cert. issued Damage rpt. issued  
 & copy herewith? Yes. & copy herewith? No. Last rpt. (H.Q. only)  
 Date of completing rpt. 13/8/65. 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); (PS); (DR); (EQ); (Rig) (Cont).

Survey fees £12-0-0. Damage fee - Expenses 10-0.

S.A. fee -

I have surveyed the above ship in accordance with the Rules for oil fuel leakage in way of the No.4 insulated hold bilges, p & s, and for pressure testing of No.1 D.B. tank, No.1 insulated hold.

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

At the request of the Master, attended on board in consequence of traces of oil fuel found in the No.4 insulated hold bilges, port and starboard.

Upon examination of the bilges with the No.4 D.B. in way under pressure due to a head of oil fuel to the weather deck found evidence of leakage from beneath the insulation in way of the rise of floor and three bilge bays at the fore end between bulkhead No.74 & frames No.71 (measured from aft) port & starboard. Also, on the starboard side, found O.F. leakage from the bilge margin plate lap riveted seam in the 3rd bay from forward (frames Nos. 72-71).

The tanktop insulation was drill-tested & no contamination found (Refer Adl. Rpt. 18(BIR) No. 7928 forwarded herewith).

In view of these findings and the vessel's commitments, the Master requested deferment of any major repairs at this time. The starboard bilge margin plate leaking seam between frames Nos. 72-71 has now been caulked & found sound & tight when retested under pressure due to a

I recommend that this ship remain as classed ~~with~~ without fresh record of ~~dry docking~~ survey subject to the No.4 Hold insulated tanktop at the fore-end between bulkhead No.74 and frame No.71 (measured from aft), port & starboard, being specially examined for oil leakage and dealt with as necessary on the vessel's return to the U.K. this voyage or by 11/65 (3 months limit), the No.4 oil fuel double-bottom tanks in way not being pressed up meanwhile and to the other conditions at present attached to the vessel's class being dealt with as previously recommended but without the condition of class relating to no cargo being carried in No.1 Hold until No.1 double-bottom tank has been dealt with as necessary.

(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

WEDNESDAY 20-OCT 1965  
AS now, Subject

S. P. Thomas  
Surveyor to Lloyd's Register of Shipping

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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 date

Ship's Name ~~SS~~/MS "PORT WYNDHAM" LR528271

Port Adelaide.

Rpt. No. 7927

maximum head of oil fuel.

It is recommended that the No.4 Hold insulated tanktop at the fore-end between bulkhead No.74 and frame No.71 (measured from aft), p & s, be specially examined and dealt with as necessary on the vessel's return to the U.K. this voyage or by 11/65 (3 months limit), the No.4 O.F. D.B. in way not to be pressed up meanwhile.

It was stated that the vessel is scheduled to return to the U.K. from N.Z. ports within this time.

S.R.L. No.238. "Cargo not to be carried in No.1 Hold until leakage from No.1 d.b.t. has been dealt with as necessary at Cornerbrook, Newfoundland". (Refer London Certificate dated 17th May, 1965).

At the request of the Master, made an examination of the No.1 insulated hold double-bottom tanktop under pressure due to a head of water to the weather deck with a view to deleting the forementioned condition of class.

It was stated that prior to the vessel's arrival at Saint John, in place of Cornerbrook, evidence of leakage was found from a sounding pipe joint within <sup>the</sup> air circulation fan space and this would have indicated tanktop leakage as a result of water accumulating in a protruding air trunkway on the aft bulkhead and eventually leaking down on the tanktop through the joints of the trunkway. It was further stated that the defective sounding pipe joint was satisfactorily remade at Saint John.

The No.1 double-bottom tanktop and its sounding and air pipe connections were examined throughout under maximum pressure with all the insulated bilge and manhole plugs removed and all found sound and tight.

In view of this, it is recommended that the above condition now be deleted.

  
(Sgd.) S.R.Thomas.  
Surveyor to Lloyd's Register of Shipping.



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