

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. LA-6629

Port Nagasaki

8th March, 1958

This is to Certify that

J. MACLEOD

undersigned Surveyor to this Society did at the request of
Messrs. Holme Ringer and Co. Ltd., Lloyd's Agents at Moji, and
on behalf of the Salvage Association, London, attend on board the
steamer "OAKBY" 7140 tons gross of West Hartlepool as she lay afloat
at Nagasaki on 17th February, 1958 and subsequently in order to
ascertain the nature and extent of damage stated to have been sustained

Negligence in continuing to steam the boilers inefficiently on
natural draught thereby causing excessive heat and fire in the
uptakes on account due to the breakdown of the forced draught
fan engine on three occasions,

(a) 18th June 1957 off Panama Canal Zone, (b) 14th July 1957
and (c) 17th July 1957 off Honolulu whilst on a loaded
voyage from Norfolk, Virginia to Yawata, Japan.

Heavy Weather on 17th and 18th January 1958 whilst on a voyage
in loaded condition from San Pedro, U.S.A. to Inchon.

For further particulars please see Log Book certified
extract attached. The Engine Log Book for the period covering
voyage No.1 has been superseded and is not available here at this
time.

Cont'd.

Exp:

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
conducted, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any
the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its
Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

11.57. KOB

LONDON

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Lloyd's Register
Foundation

Upon examination the undersigned.

FOUND

No.1

Uptakes badly buckled and distorted and opened at connections.
Air baffle plates outside of casing also buckled and connections broken in places.
Division plate inside the uptake casing badly buckled.
Top plate of air heater box distorted locally.
Approximately 50% air heater tubes defective.
Top of inner funnel buckled about 3'-0" up from bottom and foundation angle also buckled.
Air baffle plate around base of inner funnel slightly buckled.
Smoke box doors slightly buckled.
Smoke detection wiring and trays defective.

Division plates between smoke boxes buckled.

RECOMMENDED

Remove all inner casing and renew complete.

Remove outer (air baffle) casing, fair and refit where directed (approx 20%) and remainder renew.

Remove inner funnel and crop and renew the bottom part (3'-0") together with foundation bar.

Renew division plate inside uptake casing.

Division plates between smoke boxes to be cut out and part renewed.

Fair and weld top plates of air heater boxes as directed.

Renew 50% of air heater tubes (Note:- Tubes supplied by Owners).

Odd fractures in way of superheater header steam pipe ducts to be re-welded.

Smoke box doors to be faired and overhauled.

All main steam and superheater pipes in way of uptakes to be removed for access, tested and refitted.

All disturbed insulation adjacent to uptake casing to be made good. Smoke detection ducts, lamps & wiring trays to be overhauled and/or renewed as necessary.

All parts adjacent to repairs to be cleaned down for examination and the parts of stokehold and fiddley to be cleaned where necessary.

Temporary power to be supplied including heating and lighting. Air heating tubes to be tested on completion.

No.2

Mooring Bollard (Cast iron) on forecastle port and starboard fractured through.

Bollards to renew. (Double 12" dia x 25" high overall and base 5'-2" x 18". (2 off)).

Temporary repairs to be carried out at this time by fitting 2 one inch dia through bolts in vicinity of fracture as indicated on each.

Cont'd.

FOUND

RECOMMENDED

guard over windlass steam
broken loose and stop valve
I. 0. 1. bent.

guard over windlass drive wheel
broken loose.

bell broken loose from
port.

Hatch (ps) guard over deck
piece broken loose.

Hatch (p.s.) guard over
pipe broken loose.

ockets connecting cargo winch
to the adjacent hatch
ings fractured through weld
four separate places i.e. No. 1
(p & s) outboard bracket
No. 5 hatch (p & s) outboard
set.

four brackets.

ak (ps):-Horizontal girder
unnel side plating fractured
es of connecting brackets
on butt weld at mid length.

shell stringer weld fractured
ange connection to after
head and bulkhead plating in
fractured.

top plating fractured at
m of after bulkhead
ener adjacent to the bilge
well.

k (ss):- Horizontal girder
nnel side plating fractured
gh weld at toe of forward
racket and at after butt
to transverse bulkhead girder.

To overhaul guard and refit, and
stop valve spindle to renew.

To overhaul and refit.

To be refastened to support.

To overhaul guard and refit.

To overhaul guard and refit.

Fractures to cut out and re-weld.

Fractures to cut out and re-weld.

Bulkhead plating fracture to close
by welding, flange of stringer to
cut back and doubler to fit in way
and re-connect by welding.

No. 7 d.b. tank to gas free, clean
around area of hat well and cut
out and weld fracture on the tank
top. Bottom of bulkhead stiffener
(T Bar) to cut away for access and
afterwards re-connect. On com-
pletion the repair to be tested by
pressure test.

Fractures to cut out and re-weld.

S. 0. Fresh Water Tank

Tween Deck (ps)

tudinal bulkhead fractured
p side and upper deck plate
fractured about 12" in
shwartships.

Fractures to vee out and close by
welding. Composition in deckhouse
over to remove for access also
steam pipes on deck.

Cont'd.

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The damage found in Item No.1 is, in the opinion of the undersigned consistent with the alleged stated cause (see also Salvage Association Report dated 17th January 1958 at Los Angeles, U.S.A.) From the remarks contained in the Masters Log it would appear that the major part, if not all the damage, took place on the first recorded incident i.e. 18th June 1957.

The damage found in Item No.2 is also, in the opinion of the undersigned consistent with the alleged stated cause. The ship arrived at Nagasaki on 16th February, 1958 and the repairers commenced work on 21st February 1958. The above recommendations which include all necessary staging, removals and painting of new and disturbed work were made with a view of placing the ship in the same good condition as before the alleged casualties occurred. Permanent repairs were effected (with the exception of the first item in Damage No.2 i.e. renewal of mooring bollards) by the repairers, Mitsubishi Zosen K.K., Nagasaki and were completed to the satisfaction of the undersigned by the morning of 7th March, 1958. The repair charge of Yen - Five Million and Ninety-nine Thousand, Five Hundred (£5,099,500) is considered reasonable and compares favourably with prices prevailing in this country. The cost includes overtime, the excess of which over normal rates amount to £75,000. If overtime had not been worked the repairs would have necessitated a further three days and the Owners commitments could not permit this. Three days were lost when the ship arrived at Nagasaki due to the inability of the repairers to commence repairs. Owners repairs were carried out concurrently with the above repairs and accordingly certain charges for electric power, compressed air etc., have been agreed to be shared. The cost of the supply of air heater tubes supplied by the Owners has been incorporated in the account. The supply and final credit for electric radiators for heating was considered preferable to the supply of shore steam at £3,500 per hour.

SHIMONOSEKI Rpt

Survey Fee

£70-0-0

Expenses

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Total

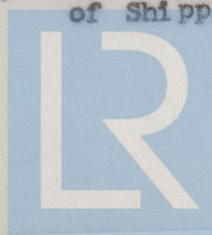
£70-0-0

Applied for

APR 10 1958

LONDON

MacLeod & J. Konojima
Surveyors to Lloyd's Register
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