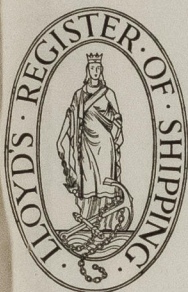


COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port SINGAPORE

15th April, 1955.

D.6784

This is to Certify that

J. A. BOATER

the undersigned Surveyor to this Society did at the request of

Messrs. Boustead & Co., Ltd., Agents to Lloyd's and The London Salvage Association at Singapore, and with the consent of the Owners Representative, attend on board the Steel Screw Steamer "CHRYSSI", 18,732 tons gross of PANAMA, on the 13th March, 1955 and subsequently, whilst in dry-dock and afloat at Singapore, for the purpose of examining without prejudice alleged damage, stated to have been caused by heavy weather during the period from the 30th November, 1954 to 5th December, 1954, whilst on a voyage from Sungai Pakning, Sumatra to Richmond, California.

On examination the undersigned:-

FOUND

Top pintle (locking) of rudder slack, and bottom securing ring missing.

Port and starboard closing plates in way of top pintle of rudder, missing.

Top section of rudder streamline plate in way of top pintle, missing.

Aft. section of bulwark plating set in on forecastle deck (s.s.), together with upper edge of forecastle sheerstrake plate in way.

Aft. bulwark stanchion bracket in way of the foregoing buckled and torn from deck.

RECOMMENDED

Remove, examine and refit. Bottom securing ring renew.

Port and starboard closing plates to renew.

To renew.

Aft. end of bulwark plating crop (approx. 12 ft.), remove, fair and refit. Upper edge of sheerstrake plate fair in place.

Stanchion bracket renew.

J. A. Boater

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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 executed, 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 entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

FOUND

One section (approx. 6 ft.) of guard rails on poop deck front (s.s.) distorted, and one awning stanchion in way buckled.

One section of guard rails aft. of forecastle bulwark (s.s.) buckled.

Main deck steam line, branch piece to forward winches disturbed and brazing fractured.

Forward and aft. handrails on forward (p.s.) ladder from gangway to Freeboard deck, distorted.

Support bracket for aft. Butterworth nozzle strainer on foredeck, distorted.

Support pillar for forward starboard derrick distorted.

Four stowing supports (channel sections) for accommodation ladder (incorporated in gangway, s.s., amidships) distorted together with two angle bar connections. A number of pipe clips in way disturbed.

Main deck steam line, branch piece to aft. winches disturbed and brazing fractured.

Top platform of starboard ladder aft. from gangway to Freeboard deck, buckled together with both connecting brackets to gangway.

Forward top stanchion of ladder distorted, together with aft. side plate.

Both side handrails of ladder buckled.

Two port glasses cracked and splintered in Crew's Recreation Room (poop accommd., s.s.).

One port glass cracked and splintered in Seaman's cabin aft of Recreation Room (Poop, s.s.).

RECOMMENDED

Guard rails crop, remove, fair and refit.
Awning stanchion crop and part renew.

One section of pipe rail renew; and one section remove, fair and refit.

Branch piece remove, fair and refit. Pipe length to test.

Handrails remove, fair and refit.

Bracket fair in place.

Remove, fair and refit.

Channel section supports remove, fair and refit.
Both angle bar connections remove, fair and refit.
Pipe clips refit.

Branch piece remove, fair and rebraze. Pipe length to test.

Platform and both connecting brackets renew.

Stanchion remove fair and refit.
Aft side plate, heat and fair in place.

Handrails renew.

Glasses renew.

Glass renew.

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FOUNDRECOMMENDEDStarboard lifeboat (steel) on Bridge deck:-

Starboard Gun'le strake set in for an approx. length of 15 ft. from the bow.	Fair in place.
Starboard bilge strake set in for an approx. length of 10 ft.	Fair in place.
Starboard bottom strake set in for an approx. length of 5 ft. at forward end.	Fair in place.
Port gun'le strake set in for an approx. length of 4 ft. forward together with gun'le angle in way.	Plating fair in place. Gun'le angle crop (approx. 4 ft.), fair and refit.

Cargo tanks (total 30, numbered from forward):-

No. 4 starboard tank:- Electric welding fractured (approx. 9 ins.) on longitudinal bulkhead connection to forward cruciform at bottom.	Defective welding cut out, and reweld.
No. 8 centre tank: Fracture on aft. bulkhead in way of 2nd. stringer from deck and 2nd vertical corrugation from port longitudinal bulkhead.	Stringer plating cut clear of bulkhead, fracture cut out, pad plates (approx. 2 by 3 ft.) fit each side of bulkhead and fracture plug weld to one pad plate.
No. 8 starboard tank:- Fracture on aft. bulkhead in way of bottom stringer and middle vertical corrugation.	Stringer plating cut clear of bulkhead, fracture cut out, pad plates (approx. 2 by 3 ft.) fit each side of bulkhead, and fracture plug weld to one pad plate.
Welding fractured on aft bulkhead connection to bottom stringer, inway of shipside.	Defective welding cut out, and reweld.
No. 6 centre tank:- Welding fractured on one angle support to ladder.	Defective welding cut out, and reweld.
No. 10 centre tank:- Welding fractured on two angle supports to ladder.	Defective welding cut out, and reweld.

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FOUND

No.6 starboard tank:-

Electric welding fractured (approx. 8 ins.) on longitudinal bulkhead connection to forward cruciform at bottom.

Welding fractured in several places on connection of top stringer to aft.bulkhead.

2nd stringer from deck on aft. bulkhead, fractured in three places in way of vertical corrugations of bulkhead.

Fracture on aft.bulkhead in way of 2nd stringer from deck.

2nd and 3rd stringers from deck, welding fractured on connections to aft.bulkhead, and bulkhead pulled away from stringers.

Welding fractured in several places on connection of bottom stringer (4th from deck) to aft.bulkhead.

No.6 port tank:-

Welding fractured in several places on connection of top stringer to aft bulkhead.

2nd and 3rd stringers from deck, welding fractured on connections to aft bulkhead, and bulkhead pulled away from stringers.

RECOMMENDED

Defective welding cut out, and reweld.

Defective welding to cut out, and reweld.

Two fractures to cut out and electric weld.
Stringer plating to cut out (approx. 18 by 6 ins.) in way of third fracture, new panel section to fit together with covering plate (approx.3 by 1 ft.).

Stringer plating cut clear of bulkhead plating, fracture cut out, pad plates (approx. 2 by 3 ft.) fit each side of bulkhead, and fracture plug weld to one pad plate.

Gusset plates (fitted to concave sections of corrugated bulkhead) remove; new gusset plates to fit covering concave and convex sections of bulkhead.
Vertical flanged brackets approx.4 by 2 ft.) to fit from the four centre convex corrugations to 2nd and 3rd stringers.

Defective welding to cut out, and reweld.

Defective welding to cut out and reweld.

Gusset plates (fitted to concave sections of corrugated bulkhead) remove; new gusset plates to fit covering concave and convex sections of bulkhead.
Vertical flanged brackets (approx.4 by 2 ft.) to fit from the four centre convex corrugations to 2nd and 3rd stringers.

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1200/1047 15th April, 1955.

GENERAL

All cargo tanks effected by repairs to be water tested on completion.

All material, fittings etc: disturbed in effecting repairs to be put back in similar condition to that before the alleged damage was sustained.

All new and disturbed work effected by repairs to be suitably coated.

The foregoing repairs and work incidental thereto have been carried out so as to place the vessel in the same efficient condition as that before the alleged damage was sustained.

The estimated time and cost to carry out the foregoing repairs at Singapore is 6 days and \$23,000 (Straits) respectively.

The following alleged damage was also noted:-

FOUND

RECOMMENDED

Main cargo line bend (stbd. outbd.) on aft. deck in way of accomd. ladder racks, disturbed.

Disconnect and refit.

This was not at this time on account of ^{there} ~~(their)~~ being no patent packing available.

Leaks (1 p.s., and 1 s.s.) in port and stbd. longitudinal bulkhds. of No.10 centre tank.

Examine and deal with as found necessary.

These leaks were not attended to at this time due to Nos.10 P and 10 S being partially full of oil.

Main turbine gearcase (fabricated) flange connection to stool leaking at sealing welds in several places.

To examine and deal with as found necessary.

This could not be properly examined due to the stool (which serves as part of the lubricating oil drain tank) being full of oil.

Aft. Butterworth nozzle strainer on foredeck missing.

New nozzle to supply and fit.

This was not attended to as no nozzles were available at this port. J.B.

J. A. Boate.

SURVEYOR TO LLOYD'S REGISTER.



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