

Rpt. 8.

WORLD MAJESTY

(Received at London Office

19 JAN 1953

No. 130

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23rd Dec. 1952.

When handed in at Local Office

19

Port of SHIMONOSEKI

No. in Survey held at Nagasaki

Reg. Book

77503

A7528

on the ~~Wood, Iron or Steel~~

SS

"SOVAC DAYLIGHT"

Date, First Survey 18th Oct. '52 Last Survey 25th November, 1952.

(No. of Visits)

4

TONNAGE:

GROSS 17598

UNDER DK 15624

NET 10724

Built at Chester, Pa.

By whom Sun S.B. & Dry Dock Co.

YEAR.

MONTH.

When 1950,

2

Owners Tankers Navigation Co. Inc.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port belonging to

Panama

Surveyed Afloat or in Dry Dock? Both

Name of Dock Nagasaki Dry-Dock

Destined Voyage

Cell DB or DBa

feet; uE & B

feet; f

fe

total capacity

tons.

FPT

tons; APT

tons; MT

feet.

tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 51632 Port

N. Lk

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR, EXAMINATION AS PER RULE, FOR

Docking

Now Done:— Vessel placed in dry-dock. Hull, bottom, Stern frame and rudder cleaned, examined and found or now placed in good condition and recoated. Decks, casings, steel covers and closing appliances, windlass, steering gear & equipment generally examined and found in good condition.

Wear & Tear Repair: Rudder plating starboard side in way of internal Stiffeners plug welding found cracked at two places. Cut out & rewelded.

Examination of Engine Room & D.B. Tank structure.

The turbine gearing of the vessel was somewhat damaged.

The engine room and D.B. Tank structure in way specially examined.

D.B. Tank - A very slight buckling was noted on the floor 40-41- starb'd and floor 37 port side

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DK. Plates.	Other Items:
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	—	Engine Room Skylights	Good	Copper, or Y.M.	—
Caulking of Decks	Good	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if on Bulk.)	—
Coamings	Good	Cement or Asphalt	—	Oil Bunkers	—	When fitted, Month	Year
Beams & Fastenings	—	Rudder	Good	Scuppers	—	Boats	—
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	—	Masts, Yards, &c.	Good
" " in way of sidelights	—	Windlass	Good	Hatches	—	Condition, how ascertained	From Deck
Frames	—	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed.)	n+ 2 16/11
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	—
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors. No. of	3B 1S
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	—	Breasthooks & Stemson	—	Cables (State if now ranged)	No
Floors	—	Air and Sounding Pipes	—	Transoms, Pointers & Crutches	—	" length mean diam.	—
Keelsons	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" Rule length size	—
Stringers	—			" at other places	—	Chain Locker	—
Inner Bottom Plating	—			Stringers, Clamps & Shelves	—	Hawsers & Warps	Good
Have the Tanks been examined internally?	ER DB			Salting	—	Standing and Running Rigging	Good
Have the Tanks been tested?	No					Sails	—

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey." "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good condition & eligible in our opinion to be continued as now classed with fresh record of Dry-docking 11,52.

Survey Fee (Per Section 23)	£ 15- 0- 0	Fees applied for, LR NYK 21953
Special Damage or Repair Fee (if any) (per Sec. 23)	£ :	Received by me, 19
Travelling Expenses (if chargeable)	£ 6- 0- 0	
Second Surveyor's Fee (if any)	£ :	
Committee's Minute	10- 2- 53	
Character Assigned	11, 52 Nag. (with endorsement) (subject/m)	

For G.G. Young & Self

Surveyor to Lloyd's Register of Shipping.

© 2021

Lloyd's Register Foundation

011259-011266-0043

Turbine Seating

The vessel was placed in dry-dock for bottom examination to ascertain whether any damage could be found in way of the turbine seating - no damage found.

Interim Certificate No.C- issued, copy attached.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors. *	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				Weight Required By Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

If Patent state name of Patentee

If Stockless, state Mechanical Test.

* If not clearly stated whether it is a 1st, 2nd, or 3rd bower.

• When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.