

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)



No. LA-1009

Port Shimonoseki

27th March, 1956.

This is to Certify that

P. MANSON.

the undersigned Surveyor to this Society did at the request of Lloyd's Agents Messrs. Holme Ringer Co., Ltd., Moji on behalf of the Salvage Association, and with the consent of the Master attend on board the S.S. "OAK HILL" 7,139 Tons Gross of London on the 16th March 1956, and subsequently whilst the vessel lay afloat at Shimonoseki Japan, for the purpose of ascertaining the nature and extent of damage stated to have been caused by (1) Heavy Weather whilst on voyage Singapore to Shanghai between the 25th and 27th February 1956, (2) Starb'd anchor cable parted whilst manoeuvring into quarantine anchorage at Shanghai on the 2nd March 1956.

For further particulars see Log Book.

History:- It was stated by the Master that after the vessels arrival Shanghai the authorities would not allow the ship to proceed to Japan for repairs after discharging of her cargo, and that they required temporary repairs to be effected. The temporary repairs carried out to the cracked deck plating in way of aft end of No. 3 A Hatch Starb'd side, consisted of veeing out the cracked plating also coaming plating and welding up, cutting away part of winch girders, and fitting a very heavy section plate in way of the welded repairs. The inter-connection plate between the hatch coaming and galley housing was also rewelded. The crack at this point extended for the full depth of the coaming which formed part of the girder. The cost of the above temporary repairs was not indicated. After removal of the temporary repairs as carried out at Shanghai,

Fee: \_\_\_\_\_ Exp: \_\_\_\_\_

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"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 whatever 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."



and upon examination the following recommendations were made, and other damage as found was examined and repairs recommended without prejudice to the terms and conditions of insurance.

Found

Recommended

DAMAGE (1)

NO. 3 A Hatch Aft Starb'd.

Deck plate adjacent No. 3 A Hatch aft corner temporary repaired in way of crack, by welding.

Plate to crop and part renew Approx. 21'-4"x7'-0 $\frac{1}{4}$ "x25/32".

Deck angle bar in way temporary repaired by welding in way of crack.

To crop and part renew Approx. 14'-9"x6"x3/4".

Adjacent plate butt weld connection temporary repaired by welding Approx. 12".

To cut out full butt weld and re-weld both sides. Rivetted stop hole to drill in way of lap joint with stringer plate.

Stringer plate butt weld cracked from inner edge extending outboard for about 8 inches.

To cut out welding for half width of butt joint and re-weld both sides afterwards stop hole to drill and plug at end of new welding.

Welded inter-plate connection between aft end No. 3 A Hatch Starb'd coaming and galley side plating previously cracked and temporary repaired by welding. This crack extending into hatch coaming lower section forming part of girder.

Inter connection plate between hatch coaming and galley housing be removed. Lower section of hatch coaming forming part of girder to cut out previous temporary welding and re-weld from both sides. On completion welding to dress off flush and local inside doubler be plug welded in way. The top and bottom sides of doubler in way of the vertical weld to be left free.

Welded inter plate connection between aft end No. 3 A Hatch port side and galley housing cracked. The crack ran into deck angle bar for approx. 3/4". Deck angle bar welded to inter plate at this point.

Inter-plate connection to be removed same as Starb'd side. Deck angle bar to cut out small crack and build up by welding.

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(Cont'd.)

0059 $\frac{2}{4}$



Found

Ash ejector opening Starb'd side previously blanked off by welding local doubler only, now leaking and small cracks in way of old opening below. Cracks in way of part of old coaming only partly removed.

Tween Deck.

Starb'd side aft welding of bracket connection between girder and boiler room casing broken away bracket somewhat wasted.

Tween Deck.

Port side aft bracket connection between girder and boiler casing small crack ran into bracket from a small pad weld immediately above the bracket, at casing connection.

No. 3 A Hatch Starb'd side winch foundation welded to deck plate. Crack from deck plate ran through winch foundation was cut away at Shanghai. Winch foundation somewhat wasted.

Forecastle store space flooded through water filling up chain locker, the cement in way of the anchor cable pipe at deck level having broken off.

Hand pump to chain locker and forecastle store space and attached piping smashed.

Recommended

Doubler to remove and old part of coaming cut away and edges and corners to dress properly and new insert plate to fit and weld. Note: New 6"x6"x3/4" angle bar between coaming and deck plate was arranged to extend just aft of this opening.

Bracket connection between hatch coaming girder and boiler casing to be renewed with flanged bracket 0.35"x30"x30".

Stop hole to drill and vee out crack and re-weld, small pad piece to remove, and refit with larger pad making good connection with bracket.

Winch foundation to renew complete the fore and aft girders to extend approx. one foot further aft than the old foundation.

To clean up lower store space and wooden shelving to refit parts broken to replace with new material. Copy of list of reported stores destroyed consequent upon the flooding attached herewith.

Hand pump and part piping to renew.



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Found

air lead weld connections to  
lose piece at forecastle head  
cracked (P. & S.)

lawse pipe deck connections  
disturbed and leaking, into  
forecastle space.

Starb'd side wire reel together  
with insurance wire stated  
lost overboard.

Breakwater port side slightly  
indented and top round bar  
tubing wasted and cracked.

No.1 Hatch derrick boom supports  
set aft.

Flat bar securing stays for  
centre wire reel buckled and  
wasted.

No.1 Hold forward ventilators  
badly smashed (P. & S.)

Steam pipe guard in way of bridge  
accommodation port side dislodged.

Flange of one length of copper  
steam exhaust piping brazing  
fractured. No.3 port winch.

Deck angle bar in way of Chief  
Engineers room leaking.

Guard rails in way No.4 hatch  
Starb'd side bent and broken.

Wooden ladder at for'd end of  
boat deck port side smashed,  
and ladder Starb'd side damaged.

Port side motor lifeboat wooden  
chocks and foundation broken and  
steel attachments badly buckled.

Recommended

To vee out and re-weld.

Deck connections to be over-  
hauled and new liners fitted.

To be renewed together with  
wiring.

To fair indented breakwater  
and renew round bar tubing  
13 feet long.

To be faired vertical.

Two flat bars to renew.

Two ventilator cowls to renew  
complete.

To re-secure by welding.

To remove pipe and re-connect  
pipe to flange, and re-instel.

To partly seal weld deck angle  
bar for approx. 3 feet and caulk.

To fair and resecure by welding.  
One length 5'-6" x  $1\frac{1}{2}$ " dia. to  
renew.

Port side ladder to renew  
complete. Starb'd ladder to  
part renew.

To renew wooden chocks, together  
with foundation, and attach-  
ments.



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Found

Recommended

Lifebouy rack port side boat deck dislodged and part broken.

Rack to repair, and resecure to guard rail.

IMAGE (2)

Anchor Cables (Shanghai).

It was stated that the Starb'd anchor cable parted at the fourth link below the sixth shackle. The anchor and cable subsequently recovered, the broken length of cable removed and anchor and remaining lengths re-coupled up. It was found that one stud had broken away from a link on the first length of cable from the anchor. A special examination was carried out of the link at this time, when it was found the link had cracked where the stud had broken away. As a result of this finding it was recommended that this length of cable be removed and replaced with the length previously removed at Shanghai, after removing the broken end link, this length of cable now being four links short.

It was recommended that the Starb'd anchor cable be removed completely at the vessels next Dry-Docking for special examination of this cable. It was stated by the master that when the pilot ordered Starb'd anchor to be let go, the vessel had considerable weigh on her, putting somewhat extra strain on the cable.

Repairs outstanding to anchor cable. One length cable at present connected to anchor first length, short by four links to be repaired as original. One length on deck one link cracked. Link to be renewed.

Both cables to be subsequently tested in accordance with statutory tests, and afterwards re-connected.

In connection with repairs in way of No.3 A Hatch Starb'd side, the following items had to be removed for access and temporary arrgts made for supplying steam to crews quarters at for'd bridge house.

- (1) Four steam lines to quarters at bridge space disconnected and temporary overhead lines laid clear of the repair work, and pipe guards in way removed.
- (2) Steam and exhaust lines to winch disconnected.
- (3) Galley coal removed for access to repairs, for rivetting of new deck angle bar.



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- (4) Galley tiles in way removed, 40 pieces and replaced with new tiles.
- (5) Removed thick asphalt cement (P. & S.) sides aft end No.3 A Hatch for examination of deck in way.
- (6) Fitted temporary pipe cover in way of telemotor piping at tween deck to protect from damage by burners.

On completion of repairs all items were restored as original tested and proved good.

Hose test carried out on deck repairs and found good.

The above reported damage is considered by the undersigned to be consistant with the alleged cause.

The foregoing recommendations were made with a view to placing the Hull in the same good and efficient condition as before the alleged casualty occurred, and all repairs have now been completed to my satisfaction except for items as indicated with a star.

- (A) Date when damage repairs commenced. 16th March 1956.
- (B) Date when damage repairs completed. 21st March 1956.
- (C) No Dry-Dock required for repairs.
- (D) Excess cost of overtime included in the damage repair account,

viz:

- (1) Amount of Account. ¥ 2,050,000
- (2) Excess cost of overtime therein. 89,500
- (3) Period of time saved thereby. 3 days

SHIMONOSEKI Rpt. 537  
Survey Fee £50-0-0  
Expenses -

Total £50-0-0  
Applied for APR. 20. 1956  
LONDON

*Peter Manton*  
Surveyor to Lloyd's Register  
of Shipping.



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