

OCT. 30. 1964

Received London
E7 DEC 1964

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name SS/MS "GEORGE L. PARKHURST"

Gross tons 39965 Port of Registry Monrovia Port Kobe

Date of build 9/1960 Is there a Rpt. 9? Yes Rpt. No. 13543

No. of visits 6 First date 19th Oct., 1964 Last date 29th Oct., 1964

Interim Cert. issued Yes B-108912 Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) HIR 2016

Date of completing rpt. 30th Oct., 1964 Surveyed at, if different from Port above

Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 24th Oct., 1964

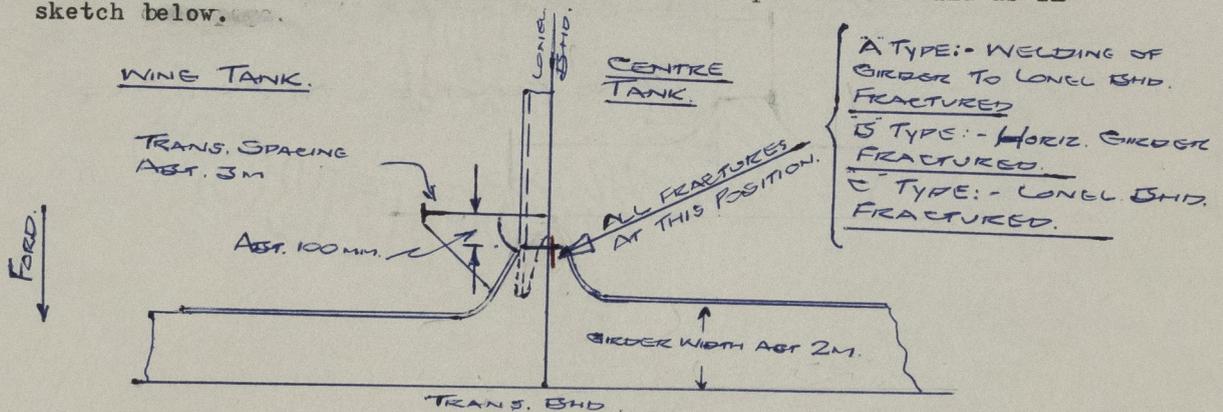
Has a Load Line Survey been held? Yes (By A.B.) Summer freeboard as verified 12'-7 1/2"

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees	£15-0-0	Damage fee	-	Expenses	£3-0-0
DS	75-0-0				
Part SS	20-0-0				
W+T Repair					
				S.A. fee	-

I have surveyed the above-named ship in accordance with the Rules for Annual & Docking Survey, Wear and Tear Repairs and Commencement of Special Survey (A) due 9/64.

1. Minor Wear & Tear Repairs now effected.
2. Starboard shell plate 6th below sheer, 2nd from aft cropped and part removed to facilitate shipping of new spare tail shaft. 2-shell frames cropped in way. All now replaced and hose tested satisfactorily.
3. The following fractures at Horizontal Girder as per table found as in sketch below.



The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~without~~ fresh record of dry docking 10/64 and to have the notation S.S. (with date) on completion, subject to any outstanding conditions of class being dealt with as previously recommended.

(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

THURSDAY 28 JAN 1965

Minute

J.R.G. Smith & H. McLean
Surveyors to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

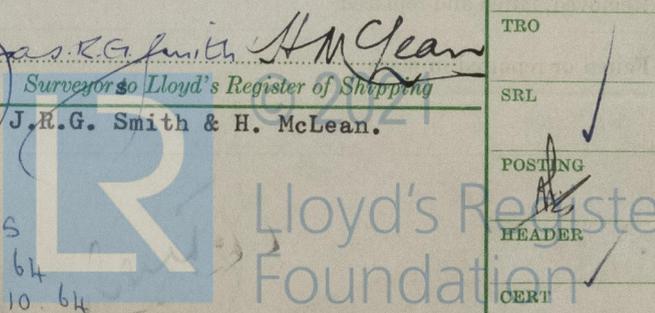
HEADER

CERT

Deferred for comp SS
but align DS 10. 64
TS (N) 10. 64

With Owner in comp SS & TS (not 4 yrs)

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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

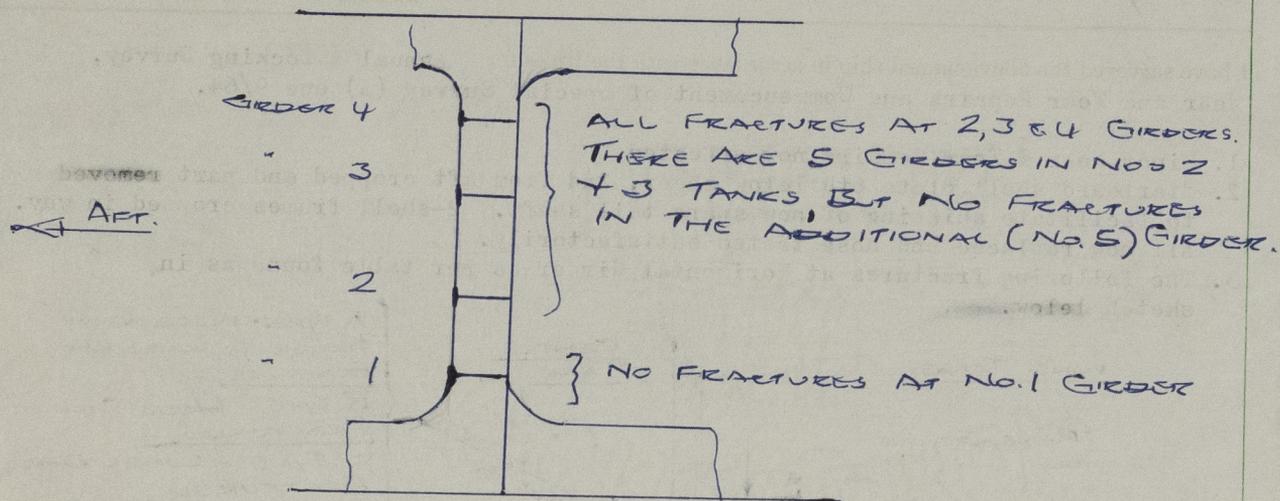
The condition of any item is to be described as "good" only when it has been examined and found or placed in good condition and is considered to be acceptable until the due

FOR SKETCH SEE PREVIOUS SIDE.

Location of above fractures ("A" & "B" Type fractures in centre tanks only).

There are 3-longitudinal bds. forming 2-centre tanks and 2 wing tanks across the ship.

Tanks numbered from forward.



PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed, faired and replaced					
Faired or repaired in place					



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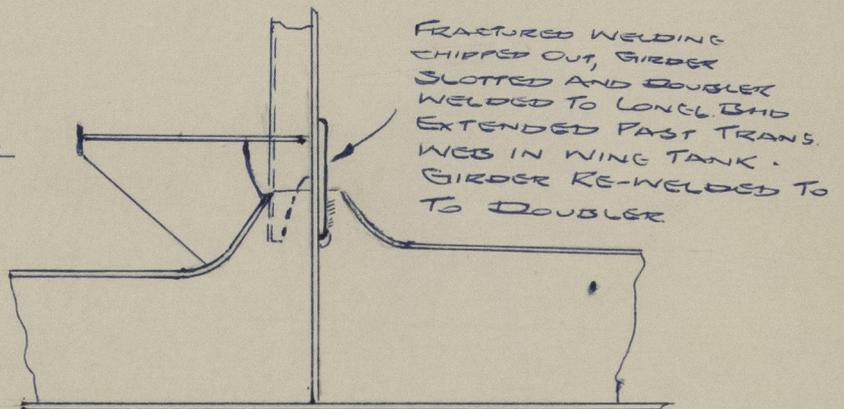
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Horizontal Girders. Fractures A, B or C.

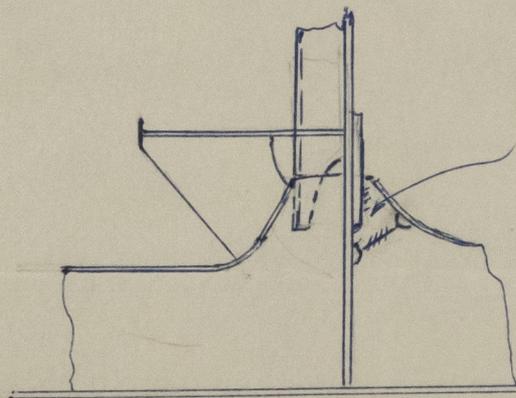
Centre Tank	No. 2	No. 3	No. 4
2 P			
2 S	A	A	
3 P	A	A	
3 S	A	B	
4 P	C	C	
4 S		A	
5 P } 5 S }	No	Fractures	
6 P	A	B	
6 S	A	A	
7 P	A	A	
7 S		A	
8 P	A	C	
8 S	A	C	
9 P		C	
9 S	A	B	
10 P	C	C	
10 S	C	C	
11 P	A	B	
11 S	A	C	
12 P	A	B	
12 S	C	C	
13 P Ford. Bhd.		A	
13 S Ford. Bhd.	A		
13 P Aft. Bhd.	A		A
13 S Aft. Bhd.			A

Repairs Now Effectuated

A TYPE FRACTURE



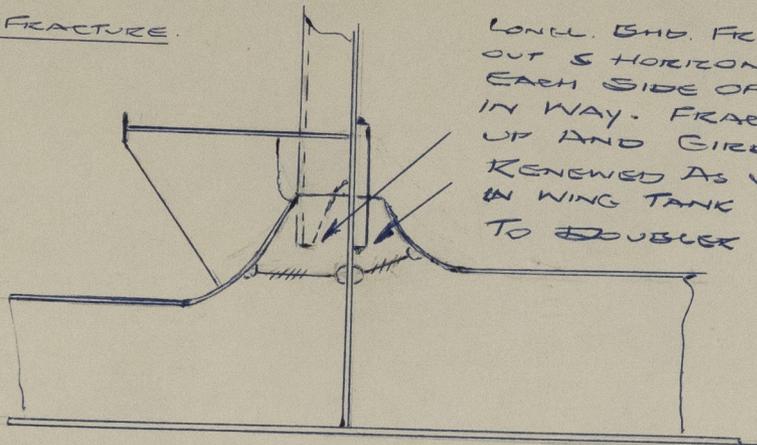
B TYPE FRACTURE



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C TYPE FRACTURE.

LONEL. B.H.D. FRACTURE VEED
OUT & HORIZONTAL GIRDER
EACH SIDE OF B.H.D. CROPPED
IN WAY. FRACTURE WELDED
UP AND GIRDERS PART
RENEWED AS SHOWN, GIRDER
IN WING TANK BEING WELDED
TO DOUBLER FITTED AS PER
TYPE "A".

Above repairs carried out satisfactorily but no pressure testing in way repairs to bulkhead fractures carried out at this time.
(See also Rpt. 8 "ASA V. CALL" (Kobe Rpt. No. 13483))

4. Horizontal surfaces up to lower horizontal girder in tanks now examined, found to be generally pitted. These pittings are not considered as yet affecting the vessels class, but it is recommended that this item be recorded in the S.R.L. Appendix to be kept under observation. There are no sacrificial anodes in any of the tanks, Owners Superintendent stating that all anodes removed from ship about 2 years ago.
Wing tanks Nos. 3, 4 & 8 (P. & S.) coated at this time with Dimetcote epoxy on horizontal surfaces up to level of bottom girder face flat.

Outstanding conditions of class (S.R.L. 224)- None.

New Entries - None.

Outstanding S.R.L. Appendix Items (No.14)

Main st. pt. P403 steel L.L. 48" "Hi-amp" anodes fitted externally aft. Dimetcote epoxy coating in Nos. 2, 3, 4, 5, 6, 7, 8, 9 & 12 Cr. cargo tanks and No. 13 Wing cargo tanks (P. & S.).

"Hi-amp" anodes aft now renewed where necessary. Dimetcote epoxy coatings now applied as per Report Item 4.

New Entries

Horizontal surfaces in cargo tanks to level of lower horizontal girder generally pitted. To be kept under observation.

Note also Dimetcote epoxy coatings now applied as per Report Item 4.

Ship's Name SS/MS "GEORGE L. PARKHURST" S.S. (A) Due 9/64

Port KOBE Rpt. No. 13543

Examined & condition		Examined & condition	
In dry dock from	19th Oct., 1964	* Hatchways	Yes Good
" " " to	24th Oct., 1964	* Ventilators	Yes Good
Shell plating	Yes Good	* Air & sounding pipes	Yes Good
Sternframe	Yes Good	Above Deck Doublers under sounding pipes	Not examined
Rudder	Yes Good	Steering arrangements (main)	Not examined
Was rudder lifted?	No	" " (aux)	Not examined
Plating, etc. in way of shell openings	Yes Good	Windlass	Not examined
Side scuttles & deadlights	Yes Good	Masts & rigging	Yes Good
Overbd. scuppers & discharges	Yes Good	From Deck Hand pumps & suction	Yes Good
Hold	Not examined	W.T. doors	Not examined
F.P. spaces	Not examined	Bulwarks, freeing ports, etc.	Yes Good
Chain locker	Not examined	X Summer freeboard as verified	12'-7 1/2" <i>Q.V.S. noted on Fld. list.</i>
A.P. spaces	Not examined	EQUIPMENT: (Good for S.S.)	
Engine space	Not examined	Equipment letter	a * 3 3/8 SQ. ✓
Boiler space	Not examined	Anchors: No. on board	3 Bower ✓
Under E. & B.	Not examined	State if ranged	Yes
Coal bunker	Not examined	Length on board	360 fathoms ✓
Tunnel & well	Not examined	Cables { Mean dias. range from	3 5/16" to 3 3/32" ✓
Cement, asphalt, etc., on btm. shell	Not examined	Rule length	360 fths. Dia. 3 3/8 SQ. ✓
Weather decks	Yes Good	Mooring ropes	Sufficient
* Casings	Yes Good		
* Deckhouses	Yes Good	Other items:	
* Superstructures	Yes Good	X Note: Register Book gives Summer Freeboard as 13'-1 1/2". Verified Freeboard of 12'-7 1/2" Agrees with Load Line Cert. on board issued by A.B.S. 9th Dec. 1963.	
* Skylights	Yes Good		
* Companionways	Yes Good		

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
Not examined	Not examined	F.P. Tank	Not tested	Not tested
Not examined	Not examined	A.P. Tank	Not tested	Not tested
Not examined	Not examined	Deep Tank No. 1	Not tested	Not tested
		" " No. 2		

For other tanks see overleaf

* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS".

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