

30. MAY 1967

Ship's Name ~~SSM~~ S.T. ORIENTAL GIANT Port Nagasaki

Processing Number: LR 526492 Gross tons 43.394 Rpt. No. 1488

Port of Registry Monrovia Date of build 1959.12 Is there a Rpt. 9? Yes.

No. of visits 3 First date 26.4.1967 Last date 1.5.1967

Cert. B issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only) *NOB 16688*

Date of completing rpt. 8 : 5:1967 Surveyed at, if different from Port above -

Safcon Cert. (ST) issued & copy herewith? No. If surveyed in D.D. last date of examination 1.5.1967

Has a Load Line Survey been held? No. (Load Line assigned by A.B.S.) Summer freeboard has verified Yes.

State which additional Rpt. 8 is attached: (Cont); (~~XXXXXX~~)

Survey fees	Damage fee	Expenses	
DS £30-0-0	-	£2-0-0	D.C.G.
		£6-5-0	Cables
		£8-5-0	
		S.A. fee	

I have surveyed the above-named ship in accordance with the Rules for Annual and Docking Survey.

Wear and Tear Repairs

Rudder - Sketch five - Instructions to Surveyors Part 2A Amendment No.3
Upper and Lower pintle bushes found worn and renewed at this time.
(Lignum Vitae)

Outstanding Conditions of Class SRL No.268

None.

New Items

None.

Outstanding S.R.L Appendix Items (No.19)

None.

New Items

None.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

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 ~~fresh~~ fresh record of dry docking. 5:67 and A.S. 5:67

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.)

D.C. Girvan

D.C. Girvan
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

MONDAY - 3 JUL 1967

DS 5.67
AS 5.67
TS N 4.67 (4)

FOR CHAIRMAN
CLASSN. CTTEE

ALSO FOR

SPL FOR

TRC

SRL

POSTING

HEADER

CERT



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 action

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

Winko Owner to 0 Yka

012159-012164-0096 1/2

1041 JUN 1967

	†Condition		†Condition
Shell plating	Good.	*Hatchways	Good.
Sternframe	Good.	*Ventilators & air pipes	(Exposed) Good.
Rudder	Good.	*Casings	(") Good.
Was rudder lifted?	No. (Pintles lifted)	*Fiddley openings	None.
Plating, etc. in way of shell openings	Good.	*Skylights	Good.
F.P. spaces	Good.	*Flush deck scuttles	None.
Chain locker	Not examined.	*Deckhouses & companionways	Good.
A.P. spaces	Good.	*Superstructures	Good.
Engine space	Generally good.	XXX bow XXXX doors	Good.
Boiler space	Generally good.	*Side scuttles & deadlights	Good.
Under E. & B.	Not examined.	*Ash shoots, etc.	None.
Coal bunker	None.	Scuppers, discharges & valves	Good.
Tunnel & well	None.	Guard rails & bulwarks	Good.
Duct keel	None.	Freeing ports	None.
Cement, asphalt, etc., on btm. shell	Not examined.	Gangways XXXXXX	Good.
Weather decks	Good.	Fittings & appliances for timber deck cargoes	None.
Sounding pipes with doublers under	Not examined.	Means of escape:	Not examined.
Windlass	Generally good.	(a) machinery spaces	" "
Masts & standing rigging	None.	(b) crew and passenger spaces	" "
Hand pumps & suction	Not examined.	(c) spaces in which crew normally employed	" "
W.T. doors	Good. (exposed)	Communications between:	" "
Fire equipment	Not examined.	(a) bridge & eng. room	" "
		(b) bridge and alternative steering position	" "
		Steering control systems (main and alternative)	" "
		Helm indicator	" "
		Protection of aft steering wheel & gear	" "
		Steering arrangements (main)	Good.
		" " (aux.)	None.

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

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 action

Taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

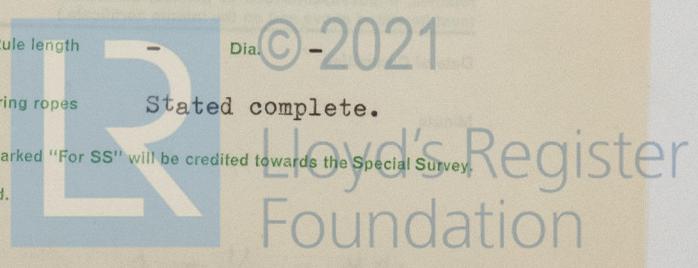
At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—
 Safety equipment renewal survey completed at this time by American Bureau of Shipping on behalf of Liberian Government. New Safety Equipment issued valid until 10/3/69.

EQUIPMENT:

Equipment letter **a ***
 Fee ltr., if diff. from eqpt. ltr.
 Anchors: No. on board **3 Bower**

State if ranged Not ranged.
 Length on board Stated Complete
 Mean dia. range from - to -
 Rule length - Dia. -
 Mooring ropes Stated complete.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.
 *These items to include their closing appliances, repairs and renewals of which should be reported.



MANRIAN 801 FOR CHAIRMAN CLASH CTEER

Ship's Name ~~SSAMS~~ S.T. ORIENTAL GIANT

Port Nagasaki

Rpt. No. 1488

For the Information of the Committee

// Freeboard.

- (1) As agreed in the Committee's cable of 4/5/67, freeboards in accordance with the 1966 Load Line Convention were assigned by American Bureau of Shipping and the Summer Freeboard is now 13'-9 1/4".
(Reports C11 (Cont'd) and C12 (c) attached.)

In accordance with A.B.S. requirements to satisfy the 1966 L.L.C. the underlisted modifications were carried out:-

- a) New steel W.T. door, quick acting and operable from both sides with 360mm coaming fitted in Poop space bulkhead at frame No.21, upper deck access to steering gear compartment.
- b) Forecastle and bulkhead tonnage openings P & S modified from 920mm x 1600mm to 920mm x 1220mm. Closing arrangement, hook bolted steel plate cover with gasket, 380mm coaming.
- c) Poop, Forecastle and Upper deck side rails modified to give 9" maximum clearance at bottom.
- d) Automatic non-return valves newly fitted to the following scupper pipes situated in

Engine Room	2 x 100mm dia.
" "	2 x 80mm dia.
Boiler Room	2 x 80mm dia.
Aft Engine Store	2 x 80mm dia.
Steering Gear Compartment	2 x 50mm dia.

- e) Spring Loaded self closing cock newly fitted to two 40mm dia. scupper pipes situated in Steering gear compartment.
- f) Reach rod and gearing, controllable from upper deck fitted to overboard valve for steering gear compartment hand pump discharge.

Note: No modifications were carried out to the main cargo pumping system.

A Short Term Load Line Certificate has now been issued by A.B.S., valid until 2nd August 1967.

- // Ship Development
- (2) The Master of the vessel reported that the statical strain gauge fitted by the Society in March 1966, is not operating satisfactorily.

