

Rpt. 8

Port YOKOHAMA

No. 2813

3 MAR 1959

Date of writing Report 13th Feb., 1959

When handed in at Local Office

Received London

Survey held at Yokohama

No. of Visits 4

First Date 29th Jan. 1959

Last Date 12th Feb. 1959

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B. 82865 on the Iron or Steel S.S. "TRANSKIPPER" Tons gross 7299

Built at Portland, Maine By Whom New England S.B. Corp. When 1944

Owners Transatlantic Carriers Corp. Owners' address (If not already in R.B.)

Managers Port of Registry Monrovia

Surveyed Afloat or in Drydock Afloat Name of Dock Tsurumi & Yokohama Harbour Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 477 Port Mon Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
100 A1	LMC 5/57
5/58	M 5/58
SS Msl 5/57	CL 5/58 N
Carrying oil F.P. above 150°	
F. in D.T.a.	E.W.

Give dates and references to any letters relating to this Report. In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Freeboard as marked on ship and now verified ft ins. Damage Rpt. attached Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Damage Damage stated to have been sustained by loading of scrap cargo at New Orleans, La., on and after the 28th November, 1958.

It was reported by the Master that salt water was found on Nos. 1 & 3 hold tank tops to a depth ranging from 6" to 2'-0" whilst on voyage in full loaded condition from New Orleans to Japan.

It was further stated it was necessary to pump out the bilges of Nos. 1 & 3 holds every two or three days to control this volume of water.

Soundings of the No. 1 Deep Tank (P) and the No. 2 Deep Tanks (P&S) in No. 1 Hold also showed a rise of water ranging from 2" to approximately 2'-0". The deep tanks were also pumped out every alternate day.

Upon examination of the vessel afloat and on completion of discharge of scrap cargo the following repairs were found necessary.

- (1) No. 3 Hold:- (1) Port side overboard scupper pipe badly corroded and holed now removed and renewed. (2) Overboard non return valve to which the scupper pipe in No. 1 was attached was found frozen up and the clack in the valve found in the open position was now overhauled and made workable.

(3) No. 1 Hold:- One rivet in first frame forward of the after bulkhead of No. 1 Hold and immediately above Deep Tank (Port) found badly corroded and now efficiently welded

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								See Report 8
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to No Has Interim Certificate been issued? Yes - copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel, so far as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of Docking.

Surveyor to Lloyd's Register of Shipping

Date of Committee TUESDAY 21 APR 1959 Minute As now subject (m)

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	No	F.P. Tank	No	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	No	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	No	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	No	Deep Tanks	No.1 (P) - Yes Nos.2(P&S) - Yes	No No
Holds Nos. 1 & 3	Yes	Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks Nos. 1 & 3	Yes	Side Tanks	None	None
Fore Peak Spaces	No	Wing Tanks	None	None
After " "	No	Other Tanks	No	No
Engine Space	No	Cargo Tanks (Tankers)	None	None
Boiler "	No	Cofferdams	None	None
Under Engines and Boilers	No	Pump Rooms	None	None
Tunnel and Well	No			
Coal Bunkers	None			
Chain Locker	No			
Other Spaces	No			
			Have Tanks now Examined been Cleaned as Necessary?	Yes
			Have Strums in Cargo Tanks (of Tankers) been removed?	No
			Have Tanks been Retested as necessary after completion of any Repairs?	Not Necessary

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not Necessary

Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None

Has a Load Line Survey been held? No If so, state which -

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report -

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Efficient	Ceiling and Cargo Battens	Not Examd.	Sluice Valves examined and found	Not Examd.
" " in way of side scuttles	Not Examd.	Cement or Asphalt	Not Examd.	Air and Sounding Pipes	Efficient
Rudder and Sternframe	Not Examd.	Cargo and other Hatchways	Not Examd.	Doubling Plates under Sounding Pipes	Not Examd.
Decks	Not Examd.	Hatches and closing appliances	Not Examd.	Masts and Rigging examined and found	Not Examd.
Superstructures and their closing appliances	Not Examd.	Ventilators, their coamings and closing appliances	Not Examd.	Condition, how ascertained (State if wedges removed)	Not Examd.
Coamings and Casings	Not Examd.	Companionways and Skylights	Not Examd.	Chain Locker	Not Examd.
Beams and Fastenings	Efficient	Shell Openings	Not Examd.	EQUIPMENT	
Frames	Efficient	Ash Shoots	Not Examd.	Equipment Letter	a + 2 1/16" SQ.
Reverse Frames	Not Examd.	Overboard Discharges and Scuppers	Efficient	Anchors, No. of	3B Condition Not Examd.
Longitudinals	None	Freeing ports	Not Examd.	Cables (State if now ranged and examined)	No
Transverses	None	Steering Gear (Main and Auxiliary)	Not Examd.	" length (on board)	Not Examd mean diam.
Floors	Not Examd.	examined and found	Not Examd.	" Rule Length	270 fms. Size 2"
Keelsons	Not Examd.	Windlass examined and found	Not Examd.	Hawsers and Warps	Not Examd.
Stringers	Not Examd.	Pumps " " "	Not Examd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Not Examd.	W.T. Doors " " "	Not Examd.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Not Examd.			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.) All rivetting in the vicinity of the above checked and found efficient.

No.1 Hold and Tween Deck shell plating and Nos. 1 & 2 Deep Tanks (Port and Starboard) specially examined at this time and found in order.

It is considered therefore the leakage of water in the No.1 Deep Tank (P) and Nos. 2 Deep Tanks (P & S) originated from the corroded rivet in No.1 Hold (P) in view of the deep tanks being left uncovered during this voyage.

Other minor repairs effected.

Survey Fee
 Writers Rpt. LSA-354 £ 25- 0- 0
 Special Damage or Repair Fee (if any) £ 25- 0- 0
 Owners £ 1-15- 0
 Travelling Expenses (if chargeable) LSA £ 7-15- 0

Second Surveyor's Fee (if any)
 Date when A/c. Rendered
 Lloyd's Register Foundation

