

Rpt. 8

Port YOKOHAMA

No. 2813

3 MAR 1959

Date of writing Report 13th Feb., 1959

When handed in at Local Office

Received London

First Date 29th Jan. 19 59

Last Date 12th Feb. 19 59

Survey held at Yokohama

No. of Visits 4

## REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

82865

S.S.

on the Iron or Steel M.S.

"TRANSKIPPER"

Tons gross 7299

Year Month

When 1944

Built at Portland, Maine

By Whom New England S.B. Corp.

Owners Transatlantic Carriers Corp.

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

Port of Registry Monrovia

Managers

Surveyed Afloat or in Drydock Afloat

Name of Dock Tsurumi &amp; 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.

To be filled in at Head Office.

Port

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
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.	

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 Not 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
								See Report 8
Renewed								
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

If so, is the Report sent now, or when will it be sent? Now

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

/ft

TUESDAY 21 APR 1959

Date of Committee

Minute

30m, 4,57 T.



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Lloyd's Register  
Foundation

012624-012630-0089



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR <span style="float: right;">Damage</span> <span style="float: right;">SURVEY</span>				
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			
Ventilator coamings, skylights, companionways and closing appliances	No			
Holds Nos. 1 & 3	Yes	Fresh Water Tanks	No	No
		Deep Tanks	No. 1 (P) - Yes Nos. 2 (P&S) - Yes	No No
Tween Decks Nos. 1 & 3	Yes	Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	No	Side Tanks	None	None
After " "	No	Wing Tanks	None	None
Engine Space	No	Other Tanks	No	No
Boiler "	No			
Under Engines and Boilers	No	Cargo Tanks (Tankers)	None	None
Tunnel and Well	No			
Coal Bunkers	None	Cofferdams	None	None
Chain Locker	No			
Other Spaces	No	Pump Rooms	None	None
		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 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	Not Examd.	Condition, how ascertained	Not Examd.
Coamings and Casings	Not Examd.	and closing appliances	Not Examd.	(State if wedges removed)	Not Examd.
Beams and Fastenings	Efficient	Companionways and Skylights	Not Examd.	Chain Locker	Not Examd.
Frames	Efficient	Shell Openings	Not Examd.	EQUIPMENT	
Reverse Frames	Not Examd.	Ash Shoots	Not Examd.	Equipment Letter	a + 2 1/16" SQ.
Longitudinals	None	Overboard Discharges and Scuppers	Efficient	Anchors, No. of	3B Condition Not Examd.
Transverses	None	Freeing ports	Not Examd.	Cables (State if now ranged and examined)	No
Floors	Not Examd.	Steering Gear (Main and Auxiliary)	Not Examd.	" length	Not Examd. mean diam.
Keelsons	Not Examd.	examined and found	Not Examd.	" (on board)	
Stringers	Not Examd.	Windlass examined and found	Not Examd.	" Rule Length	270 fms. Size 2"
Inner Bottom Plating	Not Examd.	Pumps " " "	Not Examd.	Hawsers and Warps	Not Examd.
Bulkheads and Tunnel	Not Examd.	W.T. Doors " " "	Not Examd.	State if any Anchors or Chain Cable have	No
				now been supplied or retested, if so,	
				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 .....  
 U'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 £ 1-15- 0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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