

-5. FEB. 1968

Ship's Name SS/XX "DRAGON BOAT" Port Kobe (Nagoya)

Processing Number: LR 521915 Gross tons 3133 Rpt. No. N-205

Port of Registry Panama Date of build 9-1944 Is there a Rpt. 9? Yes

No. of visits 5 First date 19-12-67 Last date 23-12-67

Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) TAI 67492

Date of completing rpt. 12-1-68 Surveyed at, if different from Port above -

Safcon Cert. (ST) issued&copy herewith? No If surveyed in D.D. last date of examination 23-12-67

Has a Load Line Survey been held? No Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (R)

Survey fees DS £17-10-0 Damage fee £17-10-0 Expenses £9-10-0

SRL 11-10-0

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for Docking, Condition of class regarding ship's bottom and Damage stated to have been sustained by

(1) Heavy weather on the 4th November, 1967 and on subsequent dates and

(2) Cargo handling dates unknown.

Found:

- 1) Condition of class: (Grounding damage)  
Bottom shell plating in way of F.P. Tank, Nos. 1,3,4,5 & 6 D.B. Tanks(P/S), A.P. Tank and starb'd bilge well in No.3 Hold & Engine room set up together with internals also rivetted seams & butts and rivet heads loosened and leaking in several places. FPT & No. 4 DBT(S) bottom, previously cement boxed.  
Shell plating in way of rudder post upper neck (P & S) fractured at knuckle.
- 2) Damage 1.  
Several bulwark stays on upper deck (P & S) generally wasted and fractured at deck connections.
- 3) Damage 2.  
Forward bulkhead of A.P. Tank set out together with internals at cargo trimming eye plates (P & S).  
Air pipe of No.2 D.B. Tank (S) aft fractured at tank top connection.

- Please see page 2 -

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~~ without fresh record of ~~survey~~ Survey subject to the following items being specially examined and dealt with as necessary on arrival at Mukaishima where she is now directly proceeding from Nagoya:

- 1) Bottom shell plating together with internals in way of F.P. Tank, Nos. 1, 3, 4, 5 & 6 D.B. Tanks (P & S), A.P. Tank, No3 Hold & Engine room bilge well(s) and plating in way of rudder post upper neck (temporary repaired 12/67).

- Please see page 3 -

(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

Minute

T. Tsuda

THURSDAY 18 APR 1968

Deferred for drydocking (grounding)  
Subject (h) and (m)

FOR CHAIRMAN  
CLASSN. CITEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

404712-004726-0039 1/2



†Condition

†Condition

Shell plating	Good except bottom shell	*Hatchways	Good
Sternframe	Good	*Ventilators & air pipes	Good
Rudder	Good	*Casings	Good
Was rudder lifted?	No	*Fiddley openings	Good
Plating, etc. In way of shell openings	Good	*Skylights	Good
F.P. spaces		*Flush deck scuttles	-
Chain locker		*Deckhouses & companionways	Good
A.P. spaces		*Superstructures	Good
Engine space		*Side, bow & sterndoors	-
Boiler space		*Side scuttles & deadlights	-
Under E. & B.		*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	-
Tunnel & well	Efficient	Guard rails & bulwarks	to be repaired
Duct keel	-	Freeing ports	Good
Cement, asphalt, etc., on btm. shell	Not examined	Gangways & lifelines	
Weather decks	Good	Fittings & appliances for timber deck cargoes	
Sounding pipes with doublers under	Not examined	Means of escape:	
Windlass	Efficient	(a) machinery spaces	
Masts & standing rigging	Efficient	(b) crew and passenger spaces	
Hand pumps & suction	Not examined	(c) spaces in which crew normally employed	
W.T. doors	Not examined	Communications between:	
Fire equipment	-	(a) bridge & eng. room	
		(b) bridge and alternative steering position	
		Steering control systems (main and alternative)	
Other items:		* Helm indicator	
		Protection of aft steering wheel & gear	
		Steering arrangements (main)	
		" " (aux.)	

†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:—

EQUIPMENT:

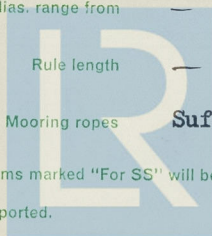
Equipment letter "u"  
Fee ltr., if diff. from eqpt. ltr.  
Anchors: No. on board 3 B

Cables

State if ranged Ranged  
Length on board 18 lengths  
Mean dias. range from — to —  
Rule length — Dia. —  
Mooring ropes Sufficient

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.



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- 4) Joining (kenter) shackle between Nos. 1st & 2nd length of port side chain cable loosened.

Now Done:

Temporary repairs only effected to shift the vessel from Nagoya to Mukaishima for further examination and repairs.

1) Condition of class

Loosened rivetted seams & butts temporary repaired by welding or welded doublers and loosened rivet heads ring welded.  
Fractured shell plate at rudder post neck drilled, veed out and rewelded.

2) Damage 1.

Nothing done at this time.

3) Damage 2.

Fractured air pipe fixed by a cement box.  
Nothing done for A.P.T. bulkhead.

- 4) Loosened joining shackle replaced to the shackle between 8th & 9th length of chain cable.

All bilge wells in Nos. 1,2 & 3 cargo holds, Engine room & Shaft tunnel examined in a afloat condition and found efficient.  
Bilge suction test of No.3 Cargo hold carried out and found satisfactory.

SRL No. 279: ) Nil.  
SRL Appendix No. 20:



Surveyor to Lloyd's Register of Shipping

T. Tsuda