

Received London  
-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	-	

112 FEB 1968  
IB ABG 1968

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

Survey fees	Damage fee	Expenses
DS £17-10-0 SRL 11-10-0	£17-10-0	£9-10-0
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.)

Surveyor to Lloyd's Register of Shipping

T. Tsuda

Date of Committee

Minute

THURSDAY 18 APR 1968

Referred for drydockin (grounding)  
Subject (h) and (m)

FOR CHAIRMAN  
CLASS. CITEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Mr Wood

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

Ambe Dan (h) and (m) checks.

†Condition

†Condition

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

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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:

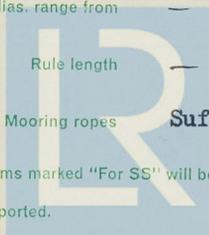
Equipment letter **"u"**  
 Fee ltr., if diff. from eqpt. ltr.  
 Anchors: No. on board **3 B**

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