

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th April 1954 When handed in at Local Office APR. 16, 1954 19 Port of YOKOHAMA
 No. in Survey held at Yokohama Date, First Survey 9th Feb. 54 Last Survey 10th April 1954
 Reg. Book 16694 66922 on the Wood, Iron or Steel S.S. "KYOHU MARU" (No. of Visits 18)
 Built at Newcastle By whom Nthmblnd S.B. Co. (1927), Ltd. When 1928 9

TONNAGE :-
 GROSS 6891 Owners Nichiro Gyogyo K.K. Owners' Address No. 2-2 Marunouchi, Chiyoda-ku, Tokyo,
 UNDER DECK 6552 Managers - (If not already recorded in Appendix to Register Book)
 NET 4957 Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Both Name of Dock Nos. 1 & 3 Yokohama Docks Destined Voyage -
 Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet. tons. } precisely as in Register Book & Supplements).

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 235 Port Skam SMK

Periodical Surveys, when held must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form dates and initials of any letters respecting this case.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100A1	LMC 7, 51
with freeboard 9, 53	Bs 9, 53
SS. Yka. -7, 51 (Dr)	CL N 8, 52
2 Dks.	
Cargo battens not fitted.	
EX-"GEDDINGTON COURT" - 51	
Society's Freeboard (if assigned) as painted on Ship and now verified	No.

where the Surveyor has not made a special damage report, he is required to state whether services for this purpose and to whom and why they were declined.

(Rpt. 10) Damage Reports Attached. Was a damage report made by anyone else? if so, by whom?

OR EXAMINATION AS PER RULE FOR Condition; Dkg; Alteration; Damage; & W & T Repairs and Port SS, etc.

Working (Now Done):- Vessel placed in dry dock, bottom & rudder cleaned, examined and recoated, Anchors and chains ranged.

Generally examined decks, casings, hatchways, closing appliances, vents, steering gear, windlass & general fittings and all found or placed in good condition.
 Rudder lifted. (Vessel undocked on 30th March 1954)

REPAIRS (WEAR & TEAR) (NOW DONE):-

Chain locker ceiling removed, cleaned & placed in order.
 Anchor & Cables ranged, all joining shackle pins overhauled; & cables ganged.
 Rudder converted from single plate type by fitting diaphragm plates to the existing plate & enclosing P.T.O.

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
examined								
removed and Fair'd or Repaired								
added or Repaired in place								

CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
of Decks	Good		Good		Good		(State if on Felt.)
Fastenings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	- Year -
Plating	"	Cement or Asphalt	Both	Oil Bunkers	Good	Boats	Good
" in way of sidelights	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"
Frames	Good	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck
Fastenings	"	Windlass	"	Hatches	"	(State if wedges removed.)	a +
Plating	"	Have pumps been examined and found efficient?	Yes.	Planking		Equipment letter	
Fastenings	"	Have sea valves been examined and found efficient?	Yes.	Caulking		Anchors, No. of	3 B IS
Bottom Plating	"	Have Watertight Doors been examined and found efficient?	Yes.	Treenails		Cables (State if now ranged)	Yes.
Have Tanks been examined internally?	See Rpt.	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems		" length 270 mean diamr. 2 1/4"	
Have Tanks been tested?	See Rpt.	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length 270 size 2 5/16"	
		Doubling Plates under Sounding Pipes	"	Timbers of Frames at openings		Chain Locker	Good
				" " at other places		Hawsers & Warps	stated complete
				Stringers, Clamps & Shelves		Standing and Running Rigging	Good
				Salting	State if examined	Sails	

General Observations, Opinion as to Class, Recommendation, &c. :

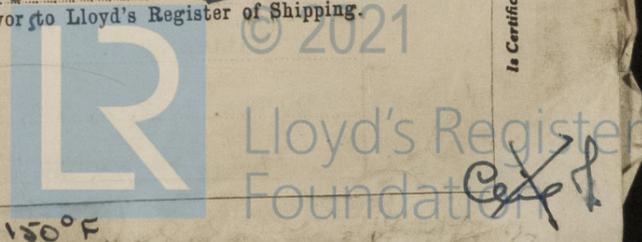
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is in good & efficient condition and eligible in our opinion to remain as classed with fresh record of Docking Survey 3,54, subject to shell rivets (wasted) in way of F. Peak; & to plating (wasted) of A. Peak bulkhead, being examined and dealt with as necessary at S.S.

Survey Fee (per Section 23)	Dkg. ¥ 15,000.00	Fees applied for,	
	Port SS. ¥ 40,000.00	16/4/54	
Special Damage or Repair Fee (if any)	\$:	Received by me,	
Alterations & Repairs (per Sec. 23)	¥ 70,000.00	19	
Travelling Expenses (if chargeable)	\$:		
Special Attendance	¥ 16,000.00		
Second Surveyor's Fee (if any)	¥ 5,000.00		

Shichihiro
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned
 3.5+ Yka, Subject
 BS 4, 54
 Fitted for oil fuel 4.5+ Fl above 150°F



Certificate required if so, to be sent to 008789 008795 0175 3

same within suitable shaped steel casing of adequate scantlings; & fastening all by E.W.

(4) Shell plate H-17 (S.S.) cropped & part renewed, and G-17 (S.S.) in way of F. Peak renewed, and 12 ft. seams (P & S) caulked.

(5) Shell plate H-3 (S.S.) renewed; & G-2 & H-3 (P.S.) cropped & part renewed; & several rivets ring welded (P. & S.) & 3 ft. seams (P.S.) caulked; all in way of A. Peak Tank.

(6) Shell plating faired in place as follows:-

H-14 Frs. Nos. 142/143 (S.S.)

H-13 " " 133/134 (")

L-14 " " 19/20 (")

J-14 " " 130/131 (P.S.)

K-5 " " 44/45 (")

K-4 " " 34/35 (")

(7) Boiler room top casing covers(two) renewed, & hinges overhauled.

(8) Shelter deck plating, mostly in way of deep tanks, eleven (P.S.) & nine (S.S.) & two (centre) renewed, and or cropped & part renewed.

(9) Bulkhead at fr. No.96, plating wholly renewed, & five plates at fr. No.103 renewed.

(10) No.3 D.B. Tank top, each three plates (P & S) renewed & or cropped & part renewed.

(11) Fore Peak Tank, lower seam of C-strake (P & S), 47 rivets (wasted) now renewed, 12 ft. seams caulked.

(12) Deep tank shell plating (P & S) 2,204 rivets (wasted) now renewed, & 54 rivets ring welded by E.W.

(13) Small W.T. hatch cover plate on f'cle deck renewed.

(14) E.R. two vents (aft.) renewed, and one vent (fwd.) overhauled.

(15) Ash, shoat, coal bunker hatches & vents on shelter & upper decks (P & S) all permanently blanked off. (14 (P.S.) & 13 (S.S.))

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		

(16) Aft peak tank, wash plate top angle (wasted) now renewed.

(17) Side frames at tween deck, cropped & part renewed at frs. Nos. 102 & 104 (S.S.) & 107 (P.S.) (wasted).

(18) No.5 hold bilge sounding pipe, one renewed (P.S.) (wasted) & striking plates fitted (P & S).

(19) No.1 D.B. tank (S.S.) 3" air pipe part renewed(wasted).

(20) Chain pipe lower parts (P & S) & chain locker top plate in way (P & S) found wasted, doubler fitted by E.W.

(21) Nos. 1, 2, 4, & 5, hatches, shelter & upper deck, approx. 26 meter hatch coamings & 10 shifting beams faired, and several hatch angles & half round bars renewed.

(22) Other minor repairs also effected at this time.

Subjects of Class:-

F. Peak Shell Rivets: Ford seam shell rivets noted to be wasted at P. & S./altho' efficient meantime. After Peak bulkhead was now drill tested all over, & it was noted that the lower strakes P. & S., were becoming thin & wasted, although being quite efficient meantime. It was recommended in these circumstances that the F. Peak shell rivets & Aft Peak lower bulkhead plating be examined & dealt with at SS.

Now Done for Part Special Survey:-

Examined internally and tested:-
Nos. 3, 5, & 6, (Oil Fuel) D.B. Tanks. (P. & S.).
P. & S. Ford & After Deep Tanks.
Settling Tanks (P. & S.).
All cofferdams.
Rudder (lifted).
Anchors & chain cables (ranged).
Upper (main) deck (drilled throughout).
Steering gear & Telemotor system (newly installed).

Part
S.S.

Damage Reports Nos. 172 A & D-180 were issued at request of previous Owners (copies attached), Messrs. Kyoritsu Kisen K.K. The former report dealt with the cause of the rudder pintles having excessive clearance; whilst the latter was in connection with bilge keel damage. At the dry docking, with the prospective new Owners in attendance, the rudder was recommended to be lifted for further examination on account of excessive clearance of the pintles & gudgeon bushes, due to wear and tear. The undersigned upon examination.

FOUND

Rudder.

- All four ordinary pintles badly wasted in way of taper parts, whilst locking pintle also wasted & worn excessively.
- Gudgeon bushes all (5) badly wasted.
- Rudder gudgeon tapered surfaces, all corroded & wasted & bearing surfaces thus reduced; & tapered part in way of locking pintle very badly corroded.
- Rudder pintle gudgeons; at top end of line thro' the gudgeons, the alignment noted to be 1-1/16" laying aft; whilst in athwartship direction the line at upper part showing 17/32" to stbd side.
- Upper stock corroded & wasted in way of upper bearing.
- Bush loose in way of upper bearing.
- Rudder plate indented at upper after part.

These recommended repairs were now efficiently dealt with.

Damage stated to have been sustained to bilge keels, the cause, place, time, & date stated unknown. Upon examination the undersigned.

FOUND

Bilge Keels:

Port Side:

- Section of bilge keel buckled & distorted between frame Nos. 74 to 87.
- Two parts of bilge keel set down & buckled locally at frs. 89/94, and frs. 99/100.

Stbd. Side:

- Bilge keel set down & buckled at some 6 areas as follows:- Frs. Nos. 109/112, 118/121, 121/123, 125/126, 126 1/2/127 1/2, and 132/134.

The above recommendations were now efficiently carried out.

RECOMMENDED

- To renew the four ordinary pintles & the locking pintle.
- To renew all 5 lignum vitae gudgeon bushes.
- To re-machine the taper parts of all 4 ordinary pintle gudgeons; & to build up with electric welding the locking pintle gudgeon & to then machine the latter.
- (a) To check for alignment on surface table.
(b) To remove upper stock, fire, & fair, to tank up athwartship discrepancy; &
(c) To re-machine palm face of upper stock to true alignment in fore & aft direction.
- To machine upper stock in way of upper bearing.
- To renew bush.
- To fire & fair in place.

RECOMMENDED

- To crop & part renew bilge keel for about 33' x 10" x 7/16 bulb plate; & fit butt straps at the ford & after butt joints.
- To fire & fair in place bilge keel at the two affected parts.

- To fire & fair in place the Stbd. bilge keel at the six buckled areas as indicated opposite.

Y.P.



Alterations:- The following alterations were carried out at this time in accordance with approved plans & the Rules.

- (1) Orlop steel deck now installed in No.1 Hold with same hatch opening as existing hatch openings on main & shelter deck.
- (2) Removed coal pockets and coal shoots at existing cross bunker (frs. Nos. 96 to 103), and this space converted into Four Deep Tanks with new centre longitudinal bulkhead. (Fwd. P. & S. Deep Tanks are to be used either for fuel oil tanks, or cargo spaces), and longitudinal W.T. pipe tunnel installed abreast these P. & S. Deep Tanks, at S. side and heating coils installed in the four Deep Tanks.
- (3) P. & S. Settling Tanks installed in Aft. P. & S. Deep Tanks at upper after corners.
- (4) The previous transverse bulkhead at fr. No.116 and coal hatches were removed & openings plated over. The No.3 hatch coaming removed & plated over, and new 3m x 3m hatch openings, with O.T. steel hatch covers fitted to P. & S. Fwd Deep Tanks.
- (5) Fore & Aft Peak and Nos. 1, & 2, D.B. Tanks altered into fresh water or ballast tanks.
- (6) Dry Tank altered into Feed water Tank (frs. No.86/96).
- (7) Three cofferdams newly installed between Nos. 2, & 3 D.B. Tanks (frs. Nos.112/123); between No.3 D.B. Tank and new Feed Water Tank, (frs. Nos. 94/96); and between Nos. 4, & 5, D.B. Tanks (frs. Nos. 74/75).
- (8) No.3 D.B. Tank altered into F.O. tank, and Nos. 5, & 6, D.B. Tanks altered into F.O. or ballast tanks; and heating coils newly installed in these three tanks.
- (9) Hand rails on upper deck removed and installed new bulwarks.
- (10) Existing Boat Deck space in way of frs.No.85/111 now extended to ship's sides, and new Deck House installed under this extended boat deck. Consequently derrick parts and winches on shelter deck in way, were now removed to new boat deck.
- (11) Side Bunkers, Coal & ash Shoots & etc. in way of both sides of engine & boiler spaces now removed and blanked off.
- (12) Tonnage Opening was permanently closed and Steering Engine Room newly installed in this space.
- (13) Poop Deck Space now extended to the extreme ship's sides (P. & S.) and life boat davits & life boats accommodated on same.
- (14) Steering Engine now moved to newly installed Steering Engine Compt. and system altered to telemotor type.
- (15) Echo sounder now fitted in the cofferdam between Nos. 2, & 3, D.B. Tanks (frs. Nos.122/123).
- (16) Existing tunnel escape trunk removed; and new escape trunk (800 mm x 800 mm x 12,000 mm) installed between frs. Nos. 12/13 (S.S.).
- (17) Sounding pipes for No.1 hold bilge (P & S) and Nos. 1, 5, & 6, D.B. tanks now extended 300 mm above upper deck.
- (18) Ten Scupper pipes, with two-5" & eight-6" geared non-return valves on upper deck and ten-6" scupper pipes on shelter deck, newly fitted.
- (19) Two steel doors at fore & aft mast houses converted to W.T. doors.
- (20) F/P Tank, 2" air pipe, newly fitted.

On completion of above alterations these examined, & tested where applicable and all found satisfactory.

The Fish Processing, Canning and Fish Salting Facilities etc. were fitted at this time on shelter and main deck.

Change of Ownership:-

Name	"KYOHO MARU"
New Owner	NICHIRO GYOGYO KABUSHIKI KAISHA.
Port of Registry	TOKYO.
Signal Letter	JAWR.
Official No.	67466
Grass Tonnage	7080.07
Net Tonnage	5177.04

Interim Certificate issued - copy attached.

Side Scuttles:

A number of 10" openings for side scuttles, have now been cut in the sheer-strake plate at P. & S. sides, several inches under the main deck; whilst the previous side scuttle ports in strake 1st below sheer, at f'cle, midships, & poop (P. & S.), have now been blanked off.

*Feedwater
Surveys
to note*

U.S.



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Lloyd's Register
Foundation

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