

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)



D-172A

Port YOKOHAMA

23rd March 1954

This is to Certify that

C. RITCHIE

the undersigned Surveyor to this Society did at the request of Messrs. Kyoritsu Kisen K.K., Tokyo, attend at the Yokohama Shipyard & Engine Works of Mitsubishi Nippon Heavy Industries Ltd., on 22nd February 1954 for the purpose of examining & reporting upon the condition of the rudder of the Steel Screw Steamer "KYOHU MARU" (EX-GEDDINGTON COURT), 6891 tons gross of Tokyo.

The Vessel was surveyed by the undersigned whilst in dry dock at Yokohama Dockyard on 10th February 1954 & subsequently, on account of Condition & Docking. At the dry docking the rudder was recommended to be lifted for further examination on account of the excessive clearances of the pintles & gudgeon bushes, due to wear and tear.

Upon lifting the rudder and on its removal to shops the undersigned made examination on 22nd February 1954; and

FOUND

RECOMMENDED

Rudder, Single Plate Type:

- | | |
|---|--|
| 1) All four ordinary pintles badly wasted in way of taper parts, whilst locking pintle also wasted & worn excessively. | 1) To renew the four ordinary pintles & the locking pintle. |
| 2) Gudgeon bushes all (5) Badly wasted. | 2) To renew all 5 lignum vitas gudgeon bushes. |
| 3) Rudder gudgeon tapered surfaces, all corroded & wasted & bearing surfaces thus reduced; & tapered part in way of locking pintle very badly corroded. | 3) 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. |

/Cont'd Sheet No.2

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that: —

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatsoever to be held responsible for inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Agents of the Society."

(Rpt. 10.)

Lloyd's Register
008784-608745-0185

FOUND

RECOMMENDED

- 4) 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.
- 5) Upper stock corroded & wasted in way of upper bearing.
- 6) Bush loose in way of upper bearing.
- 7) Rudder plate indented at upper after part.

- 4) (a) To check for alignment on surface table.
(b) To remove upper stock, fire, & fair, to take up athwartship discrepancy; &
(c) To re-machine palm face of upper stock to true alignment in fore & aft direction.
- 5) To machine upper stock in way of upper bearing.
- 6) To renew bush.
- 7) To fire & fair in place.

Wear & Tear Repairs: The items Nos. 1, 2, 3, 5 & 6, as listed above would appear to come within the category of wastage, or due to wear and tear.

Damage Repairs: The items Nos. 4 & 7 noted above, on the other hand, would apparently come within the category of damage, - as distinct from ordinary wear and tear.

The damage items could have been the result of being struck causing misalignment, which in turn would accentuate the progress of wear and tear.

Dry Docking: The period of dry docking necessary for the rudder repair would require one day for dismantling rudder and another day for assembly of rudder; altho' the rudder could be replaced afloat.

General Recommendation: The above recommendations are made with a view to placing the Vessel, with respect to the rudder repairs, in satisfactory order and condition.

Submitted without prejudice.

A. Ritchie
 Surveyor to Lloyd's Register
 of Shipping



© 2021
 Lloyd's Register
 Foundation

008784-0185