

COPY

Lloyd's Register of Shipping.

No. D-626

Port YOKOHAMA

1st November 1960

This is to Certify that

M. Donaldson

the undersigned Surveyor to this Society did at the request of

Messrs. Cornes & Co., Ltd. on behalf of A/S TONSBORG SJOFORSIKRINGSSELSKAP and with the consent of the Owners, attend on board the KYOKUYO MARU III 15303 tons gross of Tokyo, whilst in dry dock at Messrs. Yokohama Shipyard & Engine Works Mitsubishi Nippon Heavy Industries Ltd., Yokohama on the 6th October 1960 and subsequently for the purpose of ascertaining the nature and extent of

- 1) Damage stated to have been caused by encountering heavy weather on various dates between the 9th November 1959 and the 12th May 1960
- 2) Damage stated to have been caused by contact with the chaser SETTER V on the 22nd December 1959
- 3) Damage stated to have been caused by contact with the motor tanker "HECTOR HERON" on the 18th January 1960, 4th February 1960, 21st February 1960 and the 4th March 1960
- 4) Damage stated to have been caused by encountering heavy weather in the whaling grounds on the 25th February 1960.

For further particulars see vessels log extracts upon examination the following damages were found comparable with Lloyd's Agents Hamburg damage report dated 30th August 1960 and recommendations made without prejudice to the terms and conditions of insurance.

Damage 1) (Dry Docking necessary for the following repairs).

Skidway Tank tested and

FOUND

Nine started rivets on tank top.

Crax chutes port and starboard amidships distorted.

RECOMMENDED

Nine started rivets on tank top to be renewed.

Flap on port side to be renewed and Flap on starboard side to be overhauled.

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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 whatever to be held responsible for any 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 Officers or Agents of the Society."



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UYO MARU III (Sheet No.2)

All Heating Coils in cargo tanks tested to 150 lbs./sq" and

FOUNDRECOMMENDED

Several Heating coils fractured in Nos.1,2,4 & 9 starboard wing tanks, Nos.8 & 9 port wing tanks, Nos.4,5 & 7 port centre tanks and No.7 starboard centre tank.

A total length of 110'-0" of heating coils to be renewed.

All Main Cargo Pipe Lines tested to 100 lbs./sq" and

FOUNDRECOMMENDED

Fourteen valves leaking severely in Nos.2,4 & 7 port wing tanks, No.3 port centre tank and Nos.7 & 9 starboard wing tanks.

Fourteen cargo line valves to remove ashore and be overhauled.

One cargo valve in No.7 port centre tank and one in pump room fractured.

One cargo valve in No.7 port centre tank and one in pump room to be renewed.

Glands leaking on cargo valves in Nos.4,5,7 & 9 port wing tanks, Nos.4,5,6 & 7 starboard wing tanks, Nos.1,3,5,7 & 8 starboard centre tanks and pump room.

Gland packing on thirty three cargo valves to be renewed.

Cargo pipe joints leaking in No.9 port wing tank, Nos.3 & 9 starboard wing tank, Nos.1,2,3,4,5,6,7,8 & 9 port centre tanks & Nos.2,3,4,5,8 & 9 starboard centre tanks.

Cargo pipe flanged joint packing to be renewed on sixty five joints.

Cargo pipe VICTAULIC couplings leaking in Nos.2 & 5 port centre tanks and Nos.3,4,5 & 9 starboard centre tanks.

Rubber packing on fourteen VICTAULIC couplings to be renewed.

Two cargo pipes in Nos.7 & 9 starboard centre tanks fractured.

Two cargo pipes in Nos.7 & 9 starboard centre tanks to be renewed.

Valve control rod tapered pins in Nos.7 & 8 port wing tanks, Nos.4,5 & 6 port centre tanks and No.4 starboard centre tank bent and in some cases sheared.

Twelve valve control rod tapered pins to be renewed.

Valve control rod universal couplings in No.4 port centre tank and No.7 starboard centre tank broken.

Two valve control rod universal couplings to be renewed.



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RAM KYOKUJO MARU III (Sheet No.3)

All Wing Cargo Tanks Nos.1,2,3,4,5,6,7,8 & 9 port and starboard tested and

FOUND

No.1 Port Wing tank

Ten started rivets and three rivets and some seam caulking leaking on shell plating also two leaky rivets on internal Bulkheads.

No.1 Starboard Wing tank

One started rivet and three rivets and some seam caulking leaking on shell plating also one leaky rivet on internal Bulkheads.

No.2 Port Wing tank

Two leaky rivets and some seam caulking leaking on side shell.

No.2 Starboard Wing tank

Seven started rivets and seven leaky rivets and some seam caulking leaking on side shell plating also three leaky rivets on internal Bulkheads.

No.3 Port Wing tank

Three started rivets and four leaky rivets also some leaky seam caulking on side shell plating.

No.3 Starboard Wing tank

Nine started rivets and eight leaky rivets also some leaky seam caulking on side shell plating also one leaky rivet on internal Bulkheads.

No.4 Port Wing tank

Five started rivets and four leaky rivets also some leaky seam caulking on side shell plating also five leaky rivets on internal Bulkheads.

No.4 Starboard Wing tank

Nine started rivets and ten leaky rivets also some leaky seam caulking on side shell plating also three leaky rivets on internal Bulkheads.

RECOMMENDED

Ten started rivets to be renewed on shell plating.

Three leaky rivets and 2'-8" of shell seam also two leaky rivets on internal Bulkheads to be caulked.

One started rivet to be renewed on shell plating. Three leaky rivets and 1'-0" of shell seam also one leaky rivet on internal Bulkheads to be caulked.

Two leaky rivets and 1'-3" of shell seam to be caulked.

Seven started rivets on side shell plating to be renewed and seven leaky rivets and 2'-3" of shell seam and three leaky rivets on internal Bulkheads to be caulked.

Three started rivets on side shell plating to be renewed and four leaky rivets and 1'-8" of shell seam to be caulked.

Nine started rivets on side shell plating to be renewed also 4'-5" of shell seam caulking and one leaky rivet on internal Bulkheads to be caulked.

Five started rivets on side shell plating to be renewed also four leaky rivets, 4'-3" of shell seam caulking and five leaky rivets on internal Bulkheads to be caulked.

Nine started rivets on side shell plating to be renewed also ten leaky rivets and 2'-6" of shell seam caulking and three leaky rivets on internal Bulkheads to be caulked.



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YOKUYO MARU III (Sheet No.4)

FOUND

No.5 Port Wing tank

Eight leaky rivets also some leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads.

No.5 Starboard Wing tank

Ten leaky rivets also some leaky seam caulking on side shell plating also one leaky rivet on internal Bulkheads.

No.6 Port Wing tank

Ten leaky rivets also some leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads.

No.6 Starboard Wing tank

Thirteen leaky rivets also some leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads.

No.7 Port Wing tank

Seven leaky rivets also some leaky seam caulking on side shell plating also four leaky rivets on internal Bulkheads.

No.7 Starboard Wing tank

One started rivet and ten leaky rivets also some leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads.

No.8 Port Wing tank

One leaky rivet on side shell plating.

No.8 Starboard Wing tank

Six leaky rivets also some leaky seam caulking on side shell plating also five leaky rivets on internal Bulkheads.

No.3 Starboard Wing tank in way of Diesel Oil tank

Ten started rivets on tank top.

No.6 Starboard Wing tank

Longitudinal Bulkhead plating fractured locally approximately 10" in length.

RECOMMENDED

Eight leaky rivets and 3'-3" of leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads to be caulked.

Ten leaky rivets and 4'-8" of leaky seam caulking on side shell plating also one leaky rivet on internal Bulkheads to be caulked.

Ten leaky rivets and 2'-0" of leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads to be caulked.

Thirteen leaky rivets and 3'-0" of leaky seam caulking on side shell plating also two leaky rivets on internal Bulkheads to be caulked.

Seven leaky rivets and 2'-6" of leaky seam caulking on side shell plating also four leaky rivets on internal Bulkheads to be caulked.

One started rivet on side shell plating to be renewed and ten leaky rivets and 3'-0" of leaky shell seam also two leaky rivets on internal Bulkheads to be caulked.

One leaky rivet on side shell plating to be caulked.

Six leaky rivets also 6" of leaky shell seam and five leaky rivets on internal Bulkheads to be caulked.

Ten started rivets on tank top to be renewed.

Longitudinal bulkhead plate fracture to be vee'd out and electric welded.





YO MARU III (Sheet No. 5)

FOUND

No. 8 Starboard Wing tank  
Eleven started rivets and  
fifteen leaky rivets on  
tank top.

Copper Discharge Pipe to  
ships side valve fractured.

Allan Diesel Generator seating  
extension welded connection  
fractured.

Port Propeller: Four blade  
tips very slightly bent also  
one chipped.

Port Propeller shaft drawn and shaft and sternbush examined  
and

FOUND

Stern bush wear down observed  
at 4.8 m/m

Port plunger block bearing  
brass fractured.

Main Engine Holding down bolts  
twenty in number in way of  
Engine room feed water tank  
slack and leaking.

RECOMMENDED

Eleven started rivets on tank top  
to be renewed and fifteen leaky  
rivets to be caulked.

to be  
Copper discharge pipe/removed ashore,  
repaired and tested to 100 lbs/sq"

Fractured welding on seating extension  
to be cut away and rewelded.

Four blade tips to be faired and  
dressed up.

RECOMMENDED

Bottom half of stern bush to be  
renewed.

Port plunger block bearing to be  
remetalled and adjusted.

Twenty Main Engine Holding down bolts  
to be hardened up.

Damage 2) (No Dry Docking necessary for the following repairs)FOUND

Shell plates Q2 & Q3  
Starboard side from aft on  
Starboard Quarter set in  
in way of butt over four  
frame spaces.

Four shell frames heavily  
set in

Three beam knees buckled.

Boat Deck curtain plate  
buckled.

RECOMMENDED

Shell plates Q2 & Q3 both to be  
part cropped and renewed in one plate.

One frame to be cropped and part  
renewed.

Three frames to be cropped and  
part removed faired and replaced.

Three beam knees to be renewed.

Boat Deck curtain plate to be  
cropped and part renewed.

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KYOKUYO MARU III (Sheet No.6)

FOUNDRECOMMENDED

Cement Insulation in way of repairs broken.

Insulation to be renewed as necessary.

Two Fairleads and Part deck composition also part deck ceiling in magazine store removed and replaced for access to repairs.

Damage 3) (No Dry Docking necessary for the following repairs)  
( "O" Strake Main Sheer)

FOUNDRECOMMENDED

Shell plate O6 port side from aft set in bodily over seven frame spaces.

Shell plate O6 port side from aft to be cropped and part renewed.

Shell plate O7 port side from aft set in bodily over three frame spaces.

Shell plate O7 port side from aft to be cropped and part renewed.

Shell plate O8 port side from aft set in bodily over two frame spaces and indented between frames.

Shell plate O8 port side from aft to be cropped and part renewed.

Shell plate N6 port side from aft slightly indented.

Shell plate N6 port side from aft to be faired in place.

Shell plate N7 port side from aft set in over two frame spaces.

Shell plate N7 port side from aft to be cropped and part renewed.

Shell plate N8 port side from aft set in over six frame spaces.

Shell plate N8 port side from aft to be cropped and part renewed.

Shell plate N9 port side from aft set in heavily in the two after frame spaces

Shell plate N9 port side from aft to be cropped and part renewed.

Shell plate M7 port side from aft upper portion heavily set in over two frame spaces.

Shell plate M7 port side from aft to be cropped and part renewed.

Shell plate M8 port side from aft upper seam set in locally.

Shell plate M8 port side from aft to be faired in place.

Shell plate O9 indented locally on after butt also upper seam of remaining portion of N8 at after end slightly set in adjacent to O8 port side from aft.

Shell plate O9 and remaining portion of N8 port side from aft to be faired in place.



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KYOKUYO MARU III (Sheet No.7)

FOUND

Shell frames Nos.28,29,52 and 53 port side from aft distorted.

Shell frames Nos.27,30,31, 32,34,40,41,54,56,57, port side from aft set in.

Shell frames Nos.39 & 55 port side from aft slightly set in.

Shell frames 40 & 41 remaining portion slightly set in.

Transverse bulkhead plate at frame No.58 port side from aft wing plate slightly buckled together with shell connection angle in way.

Transverse bulkhead plate at frame No.59 port side from aft wing plate heavily distorted together with shell connection angle in way.

Flensing deck beam knee at frame No.41 port side from aft distorted.

Flensing deck beam knees at frame Nos.28,29 & 52 port side from aft slightly distorted.

Flensing deck beam end at frame No.52 port side from aft distorted.

Upper flat stringer plate between frames 50½ to 54½ port side from aft buckled.

Flensing deck handrails two sections set in port side.

One flensing deck handrail stanchion distorted.

RECOMMENDED

Shell frames Nos.28,29,52 and 53 port side from aft to be cropped and part renewed.

Shell frames Nos.27,30,31,32,34,40, 41,54,56,57 port side from aft to be cropped and part removed faired and replaced.

Shell frames Nos.39 & 55 port side from aft to be faired in place.

Shell frames 40 & 41 remaining portion to be faired in place.

Transverse bulkhead wing plate at frame No.58 port side from aft to be faired in place and shell connection angle to be cropped and removed faired and replaced.

Transverse bulkhead wing plate at frame No.59 port side from aft to be cropped and removed faired and replaced together with shell connection angle in way.

Flensing deck beam knee at frame No.41 port side from aft to be renewed.

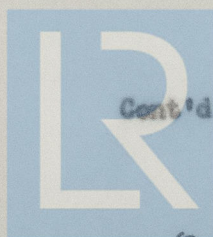
Flensing deck beam knees at frame Nos. 28,29 & 52 port side from aft to be removed faired and replaced.

Flensing deck beam at frame No.52 port side from aft to be cropped and part renewed.

Upper flat stringer plate between frames 50½ to 54½ port side from aft to be cropped and part renewed.

Flensing deck handrails two sections to be removed faired and replaced.

One flensing deck handrail stanchion to be removed faired and replaced.



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FOUND

RECOMMENDED

Flensing deck stringer angle  
port side between frames 27  
to 33 from aft vertical flange  
slightly set in.

Flensing deck stringer angle  
port side between frames 27 to 33  
from aft to be faired in place.

The above repairs necessitated the removal and replacement of  
the following:

Deck and Factory Deck

Three vertical pipes through factory space  
Two ships side valves

Electricians Shop

Lockers, Benches and Ships side lining  
One scupper pipe  
One steam pipe  
Electric cables and light fittings  
Part removing deck composition and replacing with new material.

Two Crews Cabins on "C" Deck

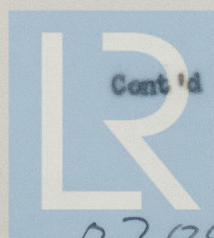
Berth furniture  
Wood division bulk  
Three air pipes  
Floor tiling (12'-0" x 4'-0")  
Ships side lining

Cabin Nos. 227 & 230 on "C" Deck

Ships side lining  
Wood divisional bulkhead  
Floor tiling (10'-0" x 4'-0")  
Berth furniture.

Cabin Nos. 256-262, 255-258 on "B" Deck

Ships side lining  
Wood divisional bulkhead  
Floor composition and tiling  
Two air pipes  
Five cement chocks between frames  
Berth furniture



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KYOKUYO MARU III (Sheet No.9)

Cabin Nos. 243-246, 247-250 on "B" Deck

Berth furniture

Ships side lining

Wood division bulkhead and grounds

Two air pipes

Four cement chocks between frames

Floor tiles and deck composition (12'-0" x 6'-0") removed and replaced with new material

Cabin Nos. 235-238, 231-234 on "B" Deck

Ships side lining

Five cement chocks between frames

Floor tiling and deck composition (15'-0" x 4'-0") removed and replaced with new material

One air pipe

Wood division bulkhead

Berth furniture

Damage 4) (No Dry Docking necessary for the following repairs)

No.4 Port wing tank, Nos.3 & 5 Port centre tanks and No.4 Starboard centre tank also No.4 Port centre lower tank tested, No.4 Port centre top tank examined internally and

FOUND

Valve control rod to cargo line in No.4 Lower port centre tank. Gland on tank top leaking severely.

RECOMMENDED

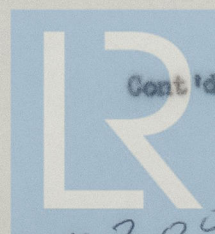
Valve control rod Gland on tank top of No.4 lower port centre tank to be hardened up.

The foregoing recommendations were made with a view to placing the Hull in the same good and efficient condition as before the alleged casualties occurred, and all repairs have now been completed to my satisfaction.

Shell plating and deck plating hose tested in way of repairs, engine room double bottom Feed water tank and Diesel oil tank tested, and repairs proved satisfactory.

Staging rigged and new and disturbed work coated as before.

The repairs were commenced at Yokohama Shipyard and Engine Works Mitsubishi Nippon Heavy Industries Ltd. on the 6th October 1960 and completed on the 28th October 1960.



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Vessel dry docked on the 5th October 1960 and undocked on the 24th October 1960. A proportion of nine days being applicable to Damage (1)

The repairs were carried out at a cost of :

Damage 1) 7994,000 Yen, Dock rent 1664,000 Yen Total 7994,000 Yen  
2) 580,000 Yen,  
3) 4688,000 Yen,  
4) 55,000 Yen,

which is considered fair and reasonable.

*M. Donaldson*

Surveyor to Lloyd's Register  
of Shipping



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