

Rpt. 8

Port KOBE(MUKAISHIMA)

No. 6602

Date of writing Report 20th April, 1959.

When handed in at Local Office APR 27 1959

Received London

4 MAY 1959

Survey held at Mukaishima, Japan.

No. of Visits 3

First Date 7th April, 1959

Last Date 13th April, 1959

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 59162 on the Iron or Steel S.S. "EIKEN MARU" Tons gross 6395
Built at Yokosuka By Whom Uraga Dock Co., Ltd. Year 1952 Month 3
Owners Hachiuma Kisen K.K. Owners' address (If not already in R.B.) Nishinomiya
Managers Hitachi S.B. & Eng. Co., Ltd., Date of last examn. in Drydock 9th April, 1959.
Surveyed Afloat or in Drydock Both Name of Dock Mukaishima
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.
Last Report: No. 2610 Port YKA
To be filled in at Head Office. Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from repairs due to other causes, and, besides being detailed in the body of the Report, be summarised in the form below. When, at a Special Survey, the Shell and Deck is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain is replaced or retested the necessary particulars are to be given on Report 8(Eq) and be attached to this Report.

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
+100A1	+LMC
carrying oil FP above 150°F. in	Engines 4,56
DIsa	Boilers M 5,58
	Tail shaft CL 5,58
SS 4,56	Steam pipes 4,56
DS 5,58	

cases where the Surveyor has not made a special damage report he should state whether he offered
ices for this purpose and to whom and why they were declined. Yes Freeboard as marked on ship and now verified - ft - ins
s superindentent, not required. Was a damage report made by anyone else? If so, by whom? Yes, N.K. Surveyor.

Damage and Docking

TION AND REPAIRS AS PER RULE FOR

stated to have been caused by :- 1/ contact with Pier at Abadan, Iran on the 22nd February, 1959.
2/ contact with Pier at Mina Al Ahmadi on the 13th January, 1959.

No.1 (Starboard Side, Forward) Fore castle sheerstrake plates Nos. 1 & 2 (from aft) slightly indented -
faired in place.

No.2 (Port Side Aft) Poop sheerstrake plate No.1 (from aft) indented - faired in place.

Upper deck sheerstrake plate No.4 (from aft) indented - faired in place.

damages were of minor nature, and on completion of the repairs - were examined and found to be satisfactory.

nd Tear Repairs:

s :- Defective wood covers, on upper deck hatches - 50 in No. renewed.

pes :- Closing flaps over hauled, freed, and placed in good order.

minor deck repairs also effected.

CONTINUATION OVER/OR SHEET 2

OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
	-	-	-	-	-	-	-	
and Faired or Repaired	-	-	-	-	-	-	-	
Repaired in place	4	-	-	-	-	-	-	

also been held on machinery of the Ship?

report sent now, or when will it be sent?

YES,
NOW.

Is Classification Certificate required? If so, to be sent to No

Has Interim Certificate been issued? Yes, B-57315 copy attached.

OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

Clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—
main as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking
and the notation of S.S. . . . 1,55".

vessel is in efficient condition, and eligible, in my own opinion, to remain as classed, and to have
d of Docking Survey, 4,59.

W. N. Henckel

Surveyor to Lloyd's Register of Shipping
W. N. Henckel.

THURSDAY 14 MAY 1959

Minute

DS 4 59
MBS 4 59Noted
for
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Foundation

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR <u>Damage & Docking</u> SURVEY				
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	No	No
Rudder lifted	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds	No	Fresh Water Tanks	No	No
		Deep Tanks	No	No
		Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks	No			
		Side Tanks	No	No
Fore Peak Spaces	No	Wing Tanks	No	No
After " "	No	Other Tanks	No	No
Engine Space	No			
Boiler "	No	Cargo Tanks (Tankers)	Not applicable.	-
Under Engines and Boilers	No			
Tunnel and Well	No	Cofferdams	Not applicable	-
Coal Bunkers	None			
Chain Locker	No	Pump Rooms	Not applicable	Not Examined
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?	Not Examined.	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Not applicable	
		Have Tanks been Retested as necessary after completion of any Repairs?	Not applicable	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not required.

Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? Yes, where required.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

Has a Load Line Survey been held? Yes If so, state which Japanese Government Annual Load Line.

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	Not Exd.	Sluice Valves examined and found	Not Exd.
" " in way of side scuttles	Good	Cement or Asphalt	Not Exd.	Air and Sounding Pipes	above deck Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Exd.
Decks (weather)	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	Examination, f
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Not Exd.	Shell Openings	Good	EQUIPMENT	
Frames	Not Exd.	Ash Shoots	None	Equipment Letter	at 2 1/8" SQ
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition G
Longitudinals	Not Exd.	Freeing ports	Good	Cables (State if now ranged and examined)	No
Transverses	Not Exd.	Steering Gear (Main and Auxiliary)	Good	" length	Reported Complete.
Floors	Not Exd.	examined and found	Good	" (on board)	mean diam.
Keelsons	Not Exd.	Windlass examined and found	Good	" Rule Length	270 fthms Size 2"
Stringers	Not Exd.	Pumps " " (Hand Pump)	Good	Hawsers and Warps	Sufficient
Inner Bottom Plating	Not Exd.	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel	Not Exd.			now been supplied or retested, if so,	
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below

S.R.L. Appendix:- Btm Ptg (p & s amidships) slightly wavy. "A" strake (p & s) in way of Nos. 1 & 2 keel

REMARKS, REPAIRS, Etc. (Contd.) fwd, grooved - Examined at this time and found to remain efficient.

Survey Fee DS ¥ 15,000.-

W.T. Repairs 5,000.-

Special Damage or Repair Fee (if any) 10,000.-

Travelling Expenses (if chargeable) 4,500.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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