

Rpt. 8

Port KOBE

No. 7342

Date of writing Report 14th Dec., 1959.

When handed in at Local Office

Received London

29 DEC 1959

Survey held at Osaka

No. of Visits 1

First Date and

Last Date 28th Nov. 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.

33558

on the ~~XXXXXX~~ Steel M.S.

"TOKYO MARU"

Tons gross 6439

Year 1952 Month 2

Built at

Yka

By Whom

Higashi Nippon Jugogyo

When

Owners

Tokyo Sempaku K.K.

Owners' address

(If not already in R.B.)

Tokyo

Managers

Port of Registry

Surveyed Afloat or in Drydock

Afloat

Name of Dock

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Report No.

7225

Port

Kobe

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being indicated. For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey be summarised at the end of the Report. The reasons for Repairs must be stated. On account of Damage (the alleged cause of which must be stated) should be separated 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 are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

References and references to any letters relating to this Report

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
+100A1	+LMC
carrying veg. oil in MT	+LLOYD'S RMC
SS 2,56	Engine CS 2,56
DS 3,59	Boiler d 3,59
	Tail shaft CL 3,58

Where cases where the Surveyor has not made a special damage report he should state whether he offered

services for this purpose and to whom and why they were declined

Yes,

Freeboard as marked on ship and now verified

ft.

ins

Not required.

Was a damage report made by anyone else? If so, by whom?

Not known

Damage stated to have been caused through collision with a steel

boat "KERUING" on the 31st October, 1959 at Silam, North Borneo.

Done:- Found port side shell plates AG6 and AF6 set in and lower hold frames Fr.Nos. 43, 44 & 45 distorted in of No.4 hold.

On Special examination, found remain efficient meantime.

Owner's special request, it is submitted that permanent repairs deferred to the next dry docking and that in my opinion, merit the favourable consideration of the Committee.

CONTINUATION OVER/OR SHEET 2

Summary of Damage Repairs	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fairied or Repaired								
Repaired or Repaired in place								

Survey also been held on machinery of the Ship?

No,

Is Classification Certificate required? If so, to be sent to

No

is the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

Yes, B-61276 copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State 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:—"to remain 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 1,55, and the notation of S.S. . . . 1,55".

This ship, as far as now surveyed is eligible in my opinion to remain as classed without record of survey, subject to port side set in shell plates AG6 and AF6 and buckled hold frames fr.Nos. 43, 44 & 45 in way of No.4 hold being specially examined and dealt with as necessary at the next dry docking and also to all other outstanding conditions of class being dealt with as previously recommended.

Surveyor to Lloyd's Register of Shipping

K. Urayama.

TUESDAY - 8 MAR 1960

Minute

40m, 3,58 T.

010089-010095-0186

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Damage	SURVEY	
Items	Now Examined	Tanks	Now Examined Internally	Now Tested
	YES NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances				
		Fresh Water Tanks		
Holds		Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
'Tween Decks				
		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space				
Boiler "		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Survey confined to above items.				
Tunnel and Well		Cofferdams		
Coal Bunkers				
Chain Locker		Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

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

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined? Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? 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—Yes.

TABLE 2

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

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings	Condition, how ascertained
Coamings and Casings	and closing appliances	(State if wedges removed)
Beams and Fastenings	Companionways and Skylights	Chain Locker
Frames	Shell Openings	<div>EQUIPMENT</div>
Reverse Frames	Ash Shoots	Equipment Letter
Longitudinals	Overboard Discharges and Scuppers	Anchors, No. of
Transverses	Freeing ports	Condition
Floors	Steering Gear (Main and Auxiliary)	Cables (State if now ranged and examined)
Keelsons	examined and found	" length
Stringers	Windlass examined and found	" Rule Length
Inner Bottom Plating	Pumps " " "	" mean diam.
Bulkheads and Tunnel	W.T. Doors " " "	" Size
		Hawsers and Warps
		State if any Anchors or Chain Cable have
		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? See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee

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

Travelling Expenses (if chargeable) 1,000

Second Surveyor's Fee (if any)

Date when A/c. Rendered

DEC 22 1959