

Rpt. 8

Port KOBE

No. 7205
20 NOV 1959

Date of writing Report 27th Oct., 1959.

When handed in at Local Office

Received London

Survey held at Kobe

No. of Visits 7

First Date 10th Oct., 1959.

Last Date 20th Oct., 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. 14337 on the ~~Iron~~ Steel M.S. "HIKAWA MARU"
 Built at Yka By Whom Yokohama Dock Co., Ltd. Tons gross 12,49
 Owners Nippon Yusen Kaisha Owners' address (If not already in R.B.)
 Managers Port of Registry Tokyo
 Surveyed Afloat or in Drydock Both Name of Dock Mitsubishi, Kobe Date of last examn. in Drydock 17/10/59
 N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.
 Last Report: No. 6611 Port Kobe
 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, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC +LLOYD'S RMC
SS (Dr) 11, 53 10, 57	Engine CS 6, 58
DS 4, 59	Boiler d 10, 58
	Tail shaft CLpl 0, 58
	s4, 59

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined **Yes,** Freeboard as marked on ship and now verified **ft** **ins**
 to Owners, Not required. Was a damage report made by anyone else? If so, by whom? Underwriter Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR Dry Docking and Damage stated to have been caused by:-

- 1) Striking unknown floating object on 31st July, 1959 whilst on voyage Yokohama to Vancouver.
- 2) Striking unknown floating objects on 29th September, 1959 whilst on voyage Seattle to Yokohama.

Now Done for Damage (1) Ship placed in Dry Dock.

- Indented shell plate J6 (s.s.) from aft renewed.
- Indented shell plate J7 (s.s.) from aft renewed.
- Indented shell plate H6 (s.s.) from aft renewed.
- Indented shell plate H7 (s.s.) from aft faired in place.

Set in frames 54 and 55 in way cropped and part renewed.

- Slightly buckled 2nd deck beam knees 55 and 56 in way removed faired and refitted.
- Slightly buckled 2nd deck beam knees 53, 54 & 57 in way faired in place.
- Slightly buckled 3rd deck beams 46 & 47 in way faired in place.
- Slightly buckled 3rd deck beam knees 41, 49 & 57 in way faired in place.
- Badly buckled 3rd deck beam knees 54 in way renewed.

On completion of the above repairs shell plating satisfactorily hose tested and deep tank in way satisfactorily pressure tested.

Now Done for Damage (2) Ship placed in Dry Dock.

- Indented shell plate H15 (s.s.) from aft renewed.
- Indented shell plate H16 (s.s.) from aft renewed.

CONTINUATION OVER ~~XXXXXX~~

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	XXXXXX Beam knees	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	5	3 part	1					
Removed and Faired or Repaired			2					
Faired or Repaired in place	1		8				2	

Has a Survey also been held on machinery of the Ship? **YES, NOW.** Is Classification Certificate required? If so, to be sent to No
 If so, is the Report sent now, or when will it be sent? Has Interim Certificate been issued? Yes, B-60453 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 now surveyed is eligible in my opinion to remain as classed with record of Drydocking Survey 10,59.

DS 10, 59
 Part TS 10, 59
 DBS 10, 59
 11/12/59

J.R. Cheshire
 Surveyor to Lloyd's Register of Shipping
 J.R. Cheshire.

ht
 Date of Committee
 Minute

THURSDAY 10 DEC 1959

Noted for Header

DS 10, 59
 Part TS 10, 59
 DBS 10, 59



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TABLE 1

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank		
Rudder lifted	Yes		A.P. "		
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes				
Ventilator coamings, skylights, companionways and closing appliances	Yes		Fresh Water Tanks		
Holds	No. 5		Deep Tanks	S. only (see damage)	S. only (see damage)
'Tween Decks			Oil Fuel Bunkers and Settling Tanks		Deep oil fuel tanks A & B (see W & T R)
Fore Peak Spaces			Side Tanks		
After " "			Wing Tanks		
Engine Space			Other Tanks		
Boiler "			Cargo Tanks (Tankers)		
Under Engines and Boilers	No		Cofferdams		
Tunnel and Well			Pump Rooms		
Coal Bunkers					
Chain Locker					
Other Spaces					
					Yes
					Not tanker
					Yes

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? **Yes**

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

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **None**

Has a Load Line Survey been held? **No** If so, state which **None**

Have the shell and deck plating been drilled as per Rule? **Not required.** If so, Report 8(Dr) to be attached **None**

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—Yes.

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	Good	Sluice Valves examined and found	
" " in way of side scuttles	Not Exd.	Cement or Asphalt	Not Exd.	Air and Sounding Pipes	Good above deck
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Exd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good from deck
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	Not Exd.
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	h†
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B 1S Condition Good
Longitudinals	Not Exd.	Freeing ports	Good	Cables (State if now ranged and examined)	Not range
Transverses	Not Exd.	Steering Gear (Main and Auxiliary) examined and found	Good	" length Stated mean diam. Complete	
Floors	Not Exd.	Windlass examined and found	Good	" (on board) 330 fms Size 2 3/4	
Keelsons	Not Exd.	Pumps " " "	Not Exd.	" Rule Length Sufficient	
Stringers	Good	W.T. Doors " " "	Not Exd.	Hawsers and Warps	Sufficient
Inner Bottom Plating	Good			State if any Anchors or Chain Cable have	No
Bulkheads and Tunnel	Good			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? **No** See Below

REMARKS, REPAIRS, Etc. (Contd.) Indented shell plate J16 (s.s) from aft renewed.
Set in frame and reverse frame 151 in way cropped and part renewed
On completion shell plating satisfactorily hose tested.
Repairs Wear and Tear:- Approx. 300 leaking and wasted shell rivets in way of A & B deep oil fuel tanks renewed. On completion these tanks satisfactorily pressure tested.
In conjunction with the Owners and at their request No.5 hold and tween decks examined and found in good c
Appendix to S.R.L. No.3 plate in 2nd below sheer (p.s.) from aft indented, this item examined and found to
remain efficient and it is recommended it be retained in appendix to S.R.L.

Survey Fee **D5** £15,000.-
 Wear & Tear Repairs 10,000.-
 Special Damage or Repair Fee (if any) 30,000.-
 Special Attend. Fees 16,000.-
 Travelling Expenses (if chargeable) 3,000.-

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 Date when A/c. Rendered **NOV 17 1959**
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