

Rpt. 8

Date of writing Report 1st Feb., 1960 When handed in at Local Office FEB - 3 1960 Port KOBE No. 7469
Survey held at Yokkaichi, Japan No. of Visits 1 First Date and 19 Last Date 6th Jan., 19 60.

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. 17250 on the ~~KOKOK~~ Steel M.S. "KAREN MAERSK"
Built at Got By Whom Eriksbergs M/V A/B Tons gross 11,756
When 1952 Year Month 11
Owners A/S D/S Svendborg D/S af 1912 A/S Owners' address -
Managers A.P. Moller, Copenhagen Port of Registry Copenhagen
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.

Last Report: No. 953 Port Say
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.

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

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
*100A1	*LMC
oil tankers	Engine CS 3,57
	Boiler d 5,59
SS 3,57	Tail shaft CL 12,57
DS 5,59	

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
Not required. Was a damage report made by anyone else? If so, by whom? Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damage to Rudder Stock Top Bearing, stated to have been caused through encountering typhoon "Harriet" off Philippine Islands between the 31st December, 1959 and 2nd January, 1960.

Now Done:- Attend onboard and examined and found rudder stock top bearing broken and upper part of starb'd side missing. Recommended defective rudder stock top bearing be dealt with at Tamano, Japan where ship proceeding direct at this time.

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								rudder stock top bearing replaced.
Removed and Faird or Repaired								
Faird or Repaired in place								

Has a Survey also been held on machinery of the Ship?

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

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

Has Interim Certificate been issued? Yes, B-61686 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, so far as now surveyed, is eligible in my opinion to remain as now classed without fresh record of survey, subject to defective rudder stock top bearing being dealt with at Tamano, Japan where ship now proceeding direct.

Date of Committee

Minute

TUESDAY 22 MAR 1960

Deferred - await Kob report

Noted for Header

Surveyor to Lloyd's Register of Shipping
K. Urayama.

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Damage	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		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 Struts 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 and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		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.)

Survey Fee £10-0-0

Special Damage or Repair Fee (if any) 3-0-0

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

FEB 3 1960

Register Foundation