

Rpt. 8

Date of writing Report 18th July, 1959 When handed in at Local Office JUL 31 1959 Port YOKOHAMA No. 2943  
Survey held at Yokosuka No. of Visits 7 First Date 4th July, 1959 Last Date 11th July, 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. 67139 on the Iron or Steel M.S. "KENWA MARU"  
Built at Yokosuka By Whom Uruga Dock Tons gross 6573  
Owners Nitto Shosen K.K. Owners' address (If not already in R.B.)  
Managers Port of Registry Tokyo When 1955 Year 6 Month  
Surveyed Afloat or in Drydock Both Name of Dock Uruga Dock Date of last examn. in Drydock 8-7-1959  
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.  
Last Report: No. 2692 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 early 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 could 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, could 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 plates 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.			
100 A1		LMC	
Dkg.	8/58	ES	6/55
		BS nd	6/55
	pt EW	d	8/58
	LF at Btm.	TS CL	8/58

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.

Freeboard as marked on ship and now verified 7 ft 1 1/2 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Special Survey (A) and W. & T. Repairs.

All the requirements for Special Survey 'A' have been carried out satisfactorily with the exception of No.5 D.B. Tank (S) which requires to be tested to Rule Requirements to complete the Special Survey.

1) Wash plate of 7.5mm thickness in aft peak tank fractured at 3 places between Fr.7 & 9, below the horizontal girder of No.1 aft. panting side stringer.

Two of these cracks, 70 - 150mm long, started from corner ends of slot for horizontal girder, and the other from lightening hole edge. This plate was cropped out and 1200 x 1200mm renewed, and in this region 4 lightening holes of 230mm  $\phi$  were made bigger to 280 x 300mm.

2) Horizontal girder of F.51 corrugated bhd. fractured at bracket end face and web plate. Corrugated bulkhead plate also fractured in way of the above fracture.

Web & face plates were cropped and renewed, and the bulkhead plate crack was welded after chipped out and doubler plates applied in way.

These fractures were similar in port & starboard sides.

3) No.2 Frwd. panting stringer fractured at fore end bracket in both sides for 180mm port side & 250mm stbd. side. These parts cropped out and new bigger brackets with larger radius were fitted as per attached plan.

CONTINUATION OVER/ON 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 Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

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

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

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

Has Interim Certificate been issued? Yes - 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 vessel, so far as now seen, is in good condition and eligible in our opinion to remain as classed with fresh record of Drydocking 7/59 and to have the notation of SS Yka. 7/59 on completion of Special Survey.

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

30m 4,57 T.

Noted for Header

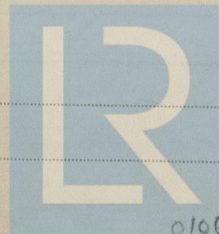
CERTIFICATE WRITTEN

THURSDAY 27 AUG 1959

Deferred for ep. 5.5.

but 057,59

057,59 0857,59



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Special Survey

SURVEY 'A'

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	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams Nos. 1 & 2 (B.W.)	Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	No. 3 P (B.W.) S (O.F.)	No. 3 P. Yes	No. 3 Both Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Nos. 5, 6, 7 & 8 (O.F.)	No	Yes except N
		Fresh Water Tanks No. 4 DB	Yes	Yes
Holds All	Yes	Deep Tanks (B.W.)	Yes	Yes
		Oil Fuel Bunkers and Slop Tanks	No	Yes
Tween Decks All	Yes	Side Tanks	No	Yes
		Wing Tanks	No	Yes
Fore Peak Spaces	Yes	Other Tanks L.O. drain tank Bilge tank	Yes	Yes
After " "	Yes	Cargo Tanks (Tankers)		
Engine Space	Yes			
Boiler "	Yes			
Under Engines and Boilers				
	Yes			
Tunnel and Well	None	Cofferdams Between No. 3 & 4 DBT Around L.O. Drain T. Echo sounder space	Yes Yes Yes	No No No
Coal Bunkers	Yes	Pump Rooms		
Chain Locker	Yes			
Other Spaces				
			Yes	
			Have Tanks now Examined been Cleaned as Necessary?	Not applicable
			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? 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? 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? No

Has a Load Line Survey been held? No If so, state which

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	good	Sluice Valves examined and found	good
" " in way of side scuttles	good	Cement or Asphalt	good	Air and Sounding Pipes	good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	good
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	good
Superstructures and their closing appliances	good	Ventilators, their coamings	good	Condition, how ascertained (State if wedges removed)	By examination good
Coamings and Casings	good	and closing appliances	good	Chain Locker	
Beams and Fastenings	good	Companionways and Skylights	good	EQUIPMENT	
Frames	good	Shell Openings	None	Equipment Letter	bt
Reverse Frames	good	Ash Shoots	good	Anchors, No. of	3B Condition good
Longitudinals	None	Overboard Discharges and Scuppers	good	Cables (State if now ranged and examined)	range 2.1
Transverses	good	Freeing ports	good	" length 300 fms. mean diam.	2.1
Floors	good	Steering Gear (Main and Auxiliary)	good	" (on board) 300 fms. Size	2.1
Keelsons	good	examined and found	good	" Rule Length	good
Stringers	good	Windlass examined and found	good	Hawsers and Warps	No
Inner Bottom Plating	good	Pumps " " "	good	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel	good	W.T. Doors " " "	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? None See Below

REMARKS, REPAIRS, Etc. (Contd.)

fracture in way of  
W. & T. Repairs:— Starboard Anchor shackle found ~~fractured~~ pin hole, renewed shackle at this time with spare. Identification marks on the shackle. 25-2-55 LLOYD'S KOB. No. 523 PL-107.10 T B BL-149.90 T.

Survey Fee ¥ 140,000.—  
Special Damage or Repair Fee (if any)  
Special attendance ¥ 20,000.—  
Travelling Expenses (if chargeable) ¥ 5,000.—

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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