

Rpt. 8

Port KOBE

No. 5807

Date of writing Report 6th June, 1958

When handed in at Local Office JUN - 9 1958

Received London

23 JUN 1958

Survey held at Osaka

No. of Visits 6

First Date 27th May, 58

Last Date 4th June 19 58

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.

16491

on the ~~Kobe~~ Steel ~~MSK~~

S.S.

"KEN-EI MARU"

Tons gross 5609

Built at Gls.

By Whom A. Stephen & Sons Ltd.

When Year 1929 Month 7

Owners Inui Kisen K.K.

Owners' address (If not already in R.B.)

Managers Afloat &

Port of Registry Kobe

Surveyed Afloat or in Drydock in drydock

Name of Dock Fujinagata S.B.Co., Ltd., Osaka

Date of last exam. in Drydock 3-6-58

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

Last Report: No. 5466 To be filled in at Head Office.

Port KOB.

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
SS(Dr) 5,52	Engine 5,56
Tmn - 5,56	Boiler M 5,57
D.S. - 1,58	Tailshaft CL 5,55
	Steam pipe 5,56

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. Owners Superintended. Freeboard as marked on ship and now verified - ft - ins stated not required. Was a damage report made by anyone else? If so, by whom? Not known.

EXAMINATION AND REPAIRS AS PER RULE FOR Annual Survey and Damage stated to have been caused by (1) Collision with a steel tug boat at Mindanao, Philippines, on the 1st February, 1958 and (2) Contact with floating lumber rafts during heavy swelling at Mindanao, Philippines on the 6th & 7th May, 1958.

Damage Repairs: (Shell plates numbered from forward).

Damage (1) Shell plate G2 p.s. renewed.

Damage (2) Shell plates F3, F4, F5, F6, G6, G7, G8, G10 and H4 all p.s. renewed.

G4, p.s. removed, faired and refitted.

5 main frames in No.1 hold p.s. and 6 main frames in No.2 hold p.s.

all in way of damaged shell plating faired in place.

On completion of the foregoing repairs, the fore peak tank was pressure tested and the repaired shell plating was hose tested with satisfactory results.

Repairs Wear and tear: (Shell plates numbered from forward).

Bottom shell plates A5 and B6 P. & S. partly doubled.

Two inner bottom plates in way of No.1 D.B. tank renewed.

One inner bottom plate in way of No.5 D.B. tank renewed.

A number of inner bottom plating seam and butt rivets and reverse frame rivets in way of Nos.1,2 & 5 D.B. tanks renewed.

The margin flange of the margin plate vertical angle to 8 tank side brackets on p.s. and 3 on s.s. in way of No.5 D.B. tank removed and replaced by a welded pad; tank side bkt. flange welded direct to the pad.

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	10	-	-	-	-	-	-	-
Removed and Faired or Repaired	1	-	-	-	-	-	-	-
Faired or Repaired in place	-	11	-	-	-	-	-	-

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

YES, NOW.

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

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

Has Interim Certificate been issued? Yes, B-50138, 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 our opinion to remain as now classed in the Register Book with fresh record of D.S. 6,58.

W.N.G. McCulloch & K. Urayama
Surveyor to Lloyd's Register of Shipping
W.N.G. McCulloch & K. Urayama.

NOTED FOR POSTING

Date of Committee THURSDAY 10 JUL 1958

Minute DS 6,58 without all. cdn. MBS 5,58 TS 5,58

30m,4,57 T.



012236-012245-0261 1/2

25 JUN 1958

S/R 1

D.S. 6,58
without all. cdn.
MBS 5,58
TS 5,58

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Annual SURVEY & Shell damage

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)	Nos. 1, 2 & 5 in part	Nos. 1, 2 & 5 Yes
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Hold	No	Fresh Water Tanks	None	None
		Deep Tanks	None	None
Tween Decks Bridge 'tweens	No	Oil Fuel Bunkers and Settling Tanks	No	No
		Side Tanks	None	None
Fore Peak Spaces	No	Wing Tanks	None	None
After " "	No	Other Tanks	No	No
Engine Space	No	Cargo Tanks (Tankers)		
Boiler " "	No			
Under Engines and Boilers	No			
Tunnel and Well	No			
Coal Bunkers	None	Cofferdams		
Chain Locker	No			
Other Spaces	No	Pump Rooms	None	
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Struts in Cargo Tanks (of Tankers) been removed?		-
		Have Tanks been Retested as necessary after completion of any Repairs?		Yes

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

Have the close ceiling and cargo batten, batten, pipe casings, etc., been removed and replaced as required by the Rules? Yes, cargo battens not fitted.

Have the bilges been cleaned out and examined? In part Yes. Has cement in bottom been examined? In part, 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? Not applicable

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

Have the shell and deck plating been drilled as per Rule? Not applicable If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? Yes 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 Batten	Good	Sluice Valves examined and found	Not Exd.
" " in way of side scuttles	Not Exd.	Cement or Asphalt	"	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	Not Exd.
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	"	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Not Exd.	Shell Openings	"	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	Z
Reverse Frames	"	Overboard Discharges and Scuppers	Good	Condition	Good
Longitudinals	None	Freeing ports	(Open)	Condition	Ranged & Exd.
Transverses	"	Steering Gear (Main and Auxiliary) examined and found	Good	Condition	Good
Floors	Good	Windlass examined and found	"	Condition	Good
Keelsons	"	Pumps	Not Exd.	Condition	Good
Stringers	"	W.T. Doors	"	Condition	Good
Inner Bottom Plating	"			Condition	Good
Bulkheads and Tunnel	"			Condition	Good

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

REMARKS, REPAIRS, Etc. (Contd.) On completion of the foregoing repairs the Nos. 1, 2 & 5 D.B. tanks were pressure tested with satisfactory results.

Three plates of the centreline bulkhead in No. 2 hold renewed.
 One plate of the No. 5 hold fore transverse bulkhead renewed and hose tested satisfactorily.
 No. 1 hatch coaming side plates P. & S. cropped and renewed above deck level; and 4 side stays renewed.
 No. 3 hatch horizontal stiffener p.s. renewed.
 No. 4 hatch horizontal stiffener p.s. & forward renewed.
 No. 5 hatch coaming side plates p. & s. and end plates f. & a. cropped and renewed above deck level; 4 side stays renewed; on completion, the Nos. 1, 3, 4 & 5 hatch coamings were hose tested with satisfactory results.
 Boiler room casing bulkhead on bridge deck, p.s. faired in place.
 All lignumvitae bushes of the rudder post gudgeons renewed.

(Cont'd.)

Survey Fee 05 ¥10,000.- Second Surveyor's Fee (if any) _____
 Special Damage or Repair Fee (if any) 50,000.- Date when A/c. Rendered JUN 7 1958
 Travelling Expenses (if chargeable) 3,200.-

Continuation of Report No. 5807 dated 6th June, 1958 on the

S.S. "KEN-EI MARU"

Alteration to approved arrangements:

The double bottom side girder gudgeon P. & S. in way of No. 1 D.B. tank have been extended to the aft watertight floor of that tank.

Conditions (A) of Class:

Sternframe (E.W. & reinforced 5/56) specially examined at this time and found to remain efficient, it is recommended that this condition of class might now be withdrawn.

Endorsements (B) of Certificate: Nil.