

Rpt. 8

Date of writing Report 29th June, 1961 When handed in at Local Office JUL - 4 1961 Received London
Survey held at Aioi No. of Visits 4 First Date 5th June, 19 61 Last Date 9th June, 19 61

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. 82431 on the ~~STEEL~~ Steel M.S. "TAKEI MARU"
Built at Aioi By Whom Harima Zosenso Tons gross 11,868
Owners Kyoiei Tankers K.K. Owners' address (If not already in R.B.)
Managers Port of Registry Kobe
Surveyed Afloat or in Drydock Both Name of Dock Ishikawajima-Harima Heavy Ind. Ltd. Date of last examn. in Drydock 7/6/61

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

Last Report No. 8494 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		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1		+IMC	
oil tanker		Engine	CS 6,60
		Boilers	A 5,60
		Tailshaft	CL 5,60
SS 4,56		Steampipes	5,60
DS 5,60			

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

EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Docking and Completion of Periodical Special Survey 'B' due 4,60 See Kobe Report No. 7945 also Classn Letter 14th Oct., 1960.

Damage:- Stated to have been caused by contact with oil barge at Aru Bay, Indonesia on 19th September, 1960.

Now Found and Done for Damage:- Two scupper pipes in way of bridge space fitted as outside of sheerstrake (port side). Pipes, covers and wood padding pieces indented. Scupper pipes renewed also steel covers and wood padding pieces.

Wear and Tear Repairs Cargo Oil Tanks

No.2 Starboard Fr. 166 side shell transverse connection to bottom transverse. Fracture at toe of web, Fracture veed out and welded. Radiused bracket fitted and face plate further sniped at toe (see sketch A).

Bhd 158 Nos. 1 & 2 horizontal girders from bottom. Fracture at scallop (see sketch B). Girder cropped and insert piece fitted. Scattered pitted areas at bottom shell plating frs. 158 to 162. Scaled and welded.

No.2 Port Bhd 158 Nos. 1 & 2 horizontal girder from top, also bhd 174 No.2 horizontal girder. Fracture at scallop (see sketch B). Girder cropped and insert piece fitted and welded to girder and bhd.

No.3 Centre Frs. 146, 154 bottom transverse end bracket connection to longl. bulkhead P. & S. Fracture at toe of bracket to bulkhead. Doubling piece fitted under toe of bracket and welded thereto and to bulkhead.

Cargo Oil Tank No.4 Starboard Fr. 130 side shell transverse connection to bottom transverse also fr. 134 side shell transverse and side transverse to longl. bulkhead connection to bottom transverse. Fracture at toe of web. Fracture veed out and welded and radiused bracket fitted and face plate further sniped at toe (see sketch A). Bhd 118 No.2 horizontal girder, Fr. end connection to longl. bhd. Fracture at toe of bracket (see sketch C).

CONTINUATION OVER/DR/SHEET XX

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, 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-71091 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 seen is eligible in my opinion to remain as classed and to have record of docking 6,61 and the notation of SS (with date).

A. S. Scott
Surveyor to Lloyd's Register of Shipping
A. S. Scott

Date of Committee (WEDNESDAY - 2 AUG 1961)

Minute DS 6. 61
SS 6. 60
ABS 6. 61

DISCLOSED SECTION No. 709

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage, Docking and Completion of Special SURVEY 'B' due 4, 60

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)	No	No. 2 lub. oil dr. tk (p.) - Yes O.F. centre frs. 22-30 - Yes (Owners state this tank now only)
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No. 1 fd. water (s.) frs. 10-11
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No
Holds	No	Oil Fuel Bunkers and Cofferdams	No. 4 (p.) Yes	Nos. 3 (s.), 4 (p.) Yes
'Tween Decks	None	Side Tanks	-	-
Fore Peak Spaces	No	Wing Tanks	-	-
After "	No	Other Tanks	-	-
Engine Space	No	Cargo Tanks (Tankers)	1, 3, 5 centre 2, 4, 6 P&S 5 s.	2, 8 centre 1, 7 P&S Yes
Boiler "	Yes	Cofferdams	No	-
Under Engines and Boilers	Yes	Pump Rooms	No	-
Tunnel and Well	None			
Coal Bunkers	No			
Chain Locker	Poop Spaces - Yes			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Yes	
		Have Tanks been Retested as necessary after completion of any Repairs?	No	

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? Not required.
 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? Yes If so, state which Annual Japanese Government
 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—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	Not Exd.	Sluice Valves examined and found	None
" " 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 Rpt. 14 at
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	by examination
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	ht
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B Condition Good
Longitudinals	Good	Freeing ports	Open rails Good	Cables (State if now ranged and examined)	Not ranged
Transverses	Good	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board)	- mean diam.
Floors	Good	Windlass examined and found	Good	" Rule Length	330 fms Size 2 7/16" S
Keelsons	Good	Pumps	Not Exd.	Hawsers and Warps	Sufficient
Stringers	Good	W.T. Doors	None	State if any Anchors or Chain Cable have now been supplied or retested, if so	No
Inner Bottom Plating	Good			complete Report 8(Eq) and attach.	
Bulkheads and Tunnel	Good				

S.R.L. Appendix
 Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A None See Below S.R.L. 181
 S.R.L. Appendix - None

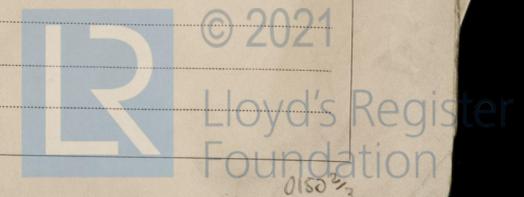
REMARKS, REPAIRS, Etc. (Contd.) Cargo Oil Tank No. 4 Starboard (Continued)
 Flat bar connection to bulkhead cropped and part renewed. Fracture veed out and welded. Bhd 142 Nos. 1, 2 & 3 horizontal girder from top. Fracture at scallop (see sketch D). Girder cropped and insert piece fitted and welded to girder and bulkhead. Total 6 insert pieces fitted.
 Cargo Oil Tanks No. 4 Port Frs. 122, 130, 134 side shell transverse connection to bottom transverse. Fracture at toe of web. Fracture veed out and welded. Radiused bracket fitted and face plate further sniped at toe (see sketch E). Centre girder cropped and part renewed also flat bar stiffener. Ends 102 and 118. End bracket and centre line web connections to bottom centre girder. Fracture at toe of bracket and web. Fracture veed out and welded. Radiused easing crackets fitted, 1000 x 1000 x 15mm. Fr. 110 bottom transverse end bracket connection to longl. bulkhead F. & S. Fracture at toe of bracket to bulkhead. Doubling piece fitted under toe of bracket and welded thereto and to bulkhead. End 118 No. 2 horizontal girder end connection to longl. bulkhead. Fracture on bulkhead at toe of bracket. Fracture veed out and welded and doubling piece fitted and welded under toe of bracket to bulkhead.
 No. 5 Centre Bhd 102 End bracket connection of deck centre line girder. Fractured at centre girder (see sketch E). Centre girder cropped and part renewed also flat bar stiffener. Ends 102 and 118. End bracket and centre line web connections to bottom centre girder. Fracture at toe of bracket and web. Fracture veed out and welded. Radiused easing crackets fitted, 1000 x 1000 x 15mm. Fr. 110 bottom transverse end bracket connection to longl. bulkhead F. & S. Fracture at toe of bracket to bulkhead. Doubling piece fitted under toe of bracket and welded thereto and to bulkhead. End 118 No. 2 horizontal girder end connection to longl. bulkhead. Fracture on bulkhead at toe of bracket. Fracture veed out and welded and doubling piece fitted and welded under toe of bracket to bulkhead.
 No. 6 Port Fr. 90 side shell transverse connection to bottom transverse also fr. 94 side shell transverse connection to bottom transverse and side transverse to longl. bulkhead connection to bottom transverse. Fracture at toe of web. Fracture veed out and welded, radiused bracket fitted and face plate further sniped at toe (see sketch A).
 Bhd 102 Nos. 1 & 2 horizontal girders. End connection to longl. bhd. Fracture at toe of bracket (see sketch C). Flat bar connection to bulkhead cropped and part renewed.
 Bkds. 86 and 102 Nos. 1, 2 & 3 horizontal girders. Fracture at scallop (see sketch D) girder cropped and insert piece fitted and welded to girder and bulkhead. Total 10 insert pieces fitted. Scattered pitted areas of bottom shell between frs. 86 to 90 scaled and welded.
 No. 6 Starboard Frs. 90, 94, 98 side shell transverse connection to bottom transverse also fr. 94 side transverse to longl. bulkhead connection to bottom transverse. Fracture at toe of web. Fracture veed out and welded. Radiused bracket fitted and face plate further sniped at toe (see sketch A).
 Bhd 102 Nos. 1 & 2 horizontal girder. End connection to longl. bhd. Fracture at toe of bracket (see sketch C). Flat bar connection to bulkhead cropped and part renewed.
 Bkds. 86 and 102 Nos. 1, 2 & 3 horizontal girders. Fracture at scallop (see sketch D) girder cropped and insert piece fitted and welded to girder and bulkhead. Total 11 insert pieces fitted.
 A number of minor repairs also effected at this time.

Survey Fee Compl. 55 76,100.-
 Second Surveyor's Fee (if any) 30,000.-
 Special Damage or Repair Fee (if any) 10,000.-
 Travelling Expenses (if chargeable) 6,000.-
 Date when A/c. Rendered JUL - 4 1961

Rpt. Port of KOBE Continuation of Report No. 9138 dated 29th June, 1961 on the "TAKEI MARU"

Wear and Tear Repairs
 Cargo Oil Tanks No. 4 Port (Continued)
 No. 5 Centre Bhd 102 End bracket connection of deck centre line girder. Fractured at centre girder (see sketch E). Centre girder cropped and part renewed also flat bar stiffener. Ends 102 and 118. End bracket and centre line web connections to bottom centre girder. Fracture at toe of bracket and web. Fracture veed out and welded. Radiused easing crackets fitted, 1000 x 1000 x 15mm. Fr. 110 bottom transverse end bracket connection to longl. bulkhead F. & S. Fracture at toe of bracket to bulkhead. Doubling piece fitted under toe of bracket and welded thereto and to bulkhead. End 118 No. 2 horizontal girder end connection to longl. bulkhead. Fracture on bulkhead at toe of bracket. Fracture veed out and welded and doubling piece fitted and welded under toe of bracket to bulkhead.
 No. 6 Port Fr. 90 side shell transverse connection to bottom transverse also fr. 94 side shell transverse connection to bottom transverse and side transverse to longl. bulkhead connection to bottom transverse. Fracture at toe of web. Fracture veed out and welded, radiused bracket fitted and face plate further sniped at toe (see sketch A).
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 A number of minor repairs also effected at this time.

O. Short



Rpt.

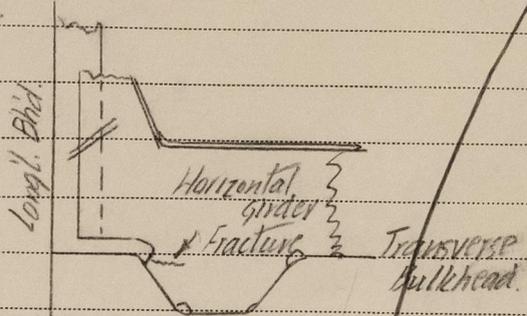
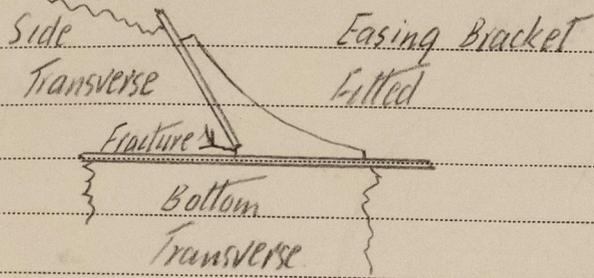
Port of *KOBE*

Continuation of Report No. ⁸ 9138

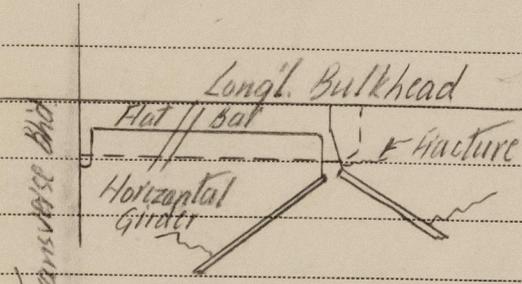
dated *29th June, 1961* on the

"*TAIEI MARU*"

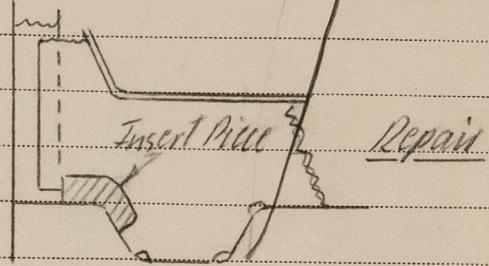
SKETCH A



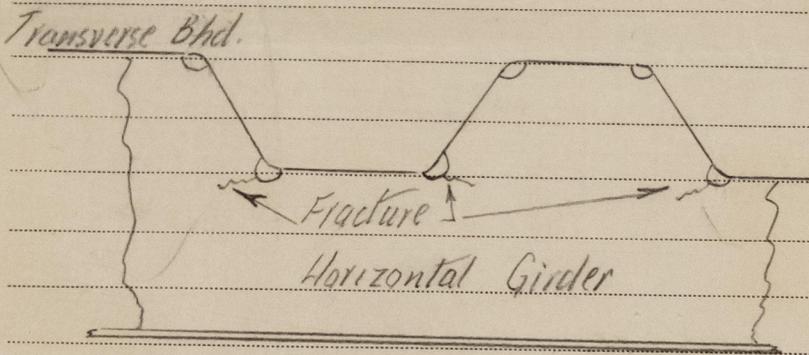
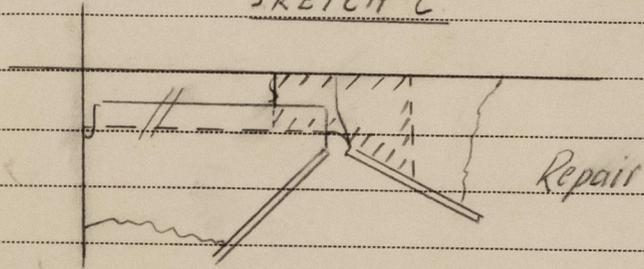
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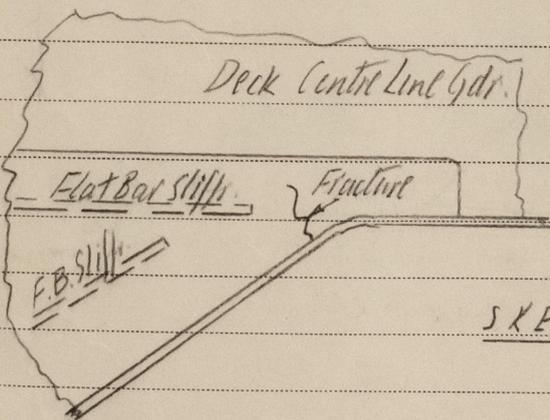
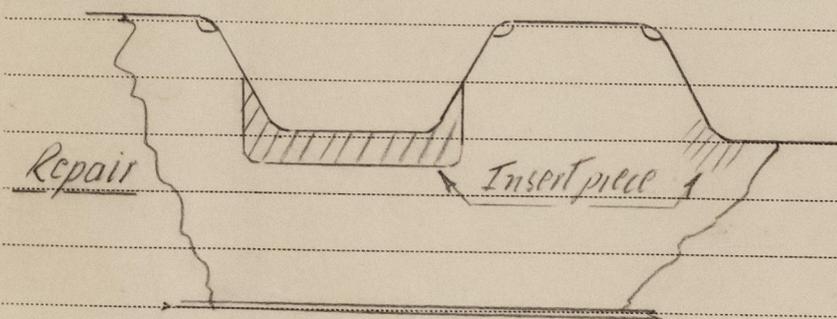
SKETCH C



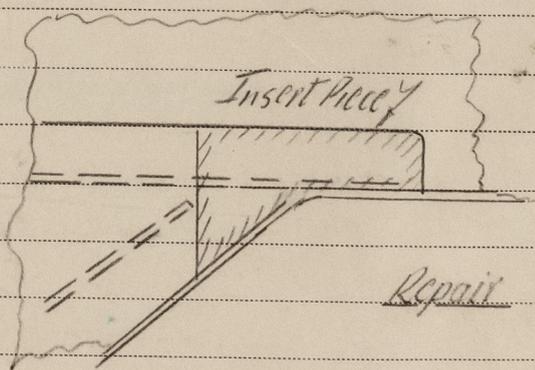
Repair



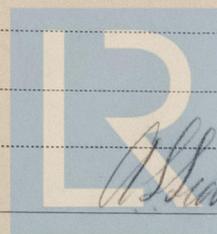
SKETCH D



SKETCH E



Repair



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