

Rpt. 8
Date of writing Report 11th June, 1959.
When handed in at Local Office JUN 17 1959
Received London -7 JUL 1959
Port KOBE
No. 6656
Osaka
No. of Visits 13
First Date 17th April 59
Last Date 30th April 59

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

in R.B. 7473 on the Iron or Steel ~~XXXX~~ S.S. "RYUJIN MARU"
Tons gross 6062
Ver Hashimoto Kisen K.K.
By Whom Wallace S.B. & D.D.Co.,Ltd.
When 1921 Month 4
Owners' address (If not already in R.B.)
Port of Registry Nishinomiya
Surveyed Afloat or in Drydock Both Name of Dock Fujinagata S.B. Date of last examn. in Drydock 30-4-59

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

Last Report: No. Port
To be filled in at Head Office. Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

veys 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 Condition and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey summarised at the end of the Report. The reasons for Repairs must be stated. In account of Damage (the alleged cause of which must be stated) should be separated from other causes, and, besides being detailed in the body of the Report, summarised in the form below. When, at a Special Survey, the Shell and Deck are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC
SS (Dr) 12,48 Osa 4,55	Engines 4,55
DS 9,58	Boilers M 9,58
	Tail shaft CL 4,56
	Steam pipes 4,55

es and references to any letters relating to this Report.
In cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined Yes
Not required Was a damage report made by anyone else? If so, by whom? Unknown
Freeboard as marked on ship and now verified 1486 mm ~~XXXX~~ ~~XXXX~~

NATION AND REPAIRS AS PER RULE FOR Docking, Commencement of Periodical Special Survey (D)
4,59 Ship 38 years old, and damage stated to have been caused through contact with submerged objects on the 3rd December, 1958 at Singapore, contact with pierwall on the 23rd March, 1959 at Singapore.

ges :- Plates numbered from aft.
d (1) - Starb'd shell plating indented in strakes
"F" in way of No.4 hold
"D" in way of No.3 hold
and "E" in way of No.2 hold.
d (2) - Port side shell plating indented in strakes
"F" in way of No.4 hold
"H" & "J" in way of engine room
and "G" & "H" in way of No.2 hold.

Done :-
Starb'd shell plates F5 renewed, E4, E5, E6 faired in place and hold frames Fr.Nos. 34, 35, 36 faired in place in way of No.4 hold.
Starb'd shell plates D7 renewed, E7, C5, C7 faired in place and hold frames Fr.Nos. 64, 65, 66, 67 faired in way of engine room.

Summary of Damage Repairs	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beam knees	Other Items
ed	9							Starb'd bilge keel
ed and Faired or Repaired							6	part renewed.
or Repaired in place	27	24						

vey also been held on machinery of the Ship? YES, NOW.
he Report sent now, or when will it be sent?
Is Classification Certificate required? If so, to be sent to - KOB (1)
Has Interim Certificate been issued? Yes, B-58256 copy attached.

AL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS
ate 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".
ship, as far as now surveyed is eligible in our opinion to remain as now classed with record of DS 4,59 to have the notation SS Osa 4,59 (Dr) when the special survey is completed.

S. Bowman H. McLean K. Urayama
Surveyor to Lloyd's Register of Shipping
S. Bowman. H. McLean. & K. Urayama.

TUESDAY 28 JUL 1959

Committee
SS 4,59, without spl. etc (R. m.)
TS 4,59
SS 4,59
SS 4,59, SPS 4,59
Certificate written.

Noted for Header



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003200-003207-0189 13

TABLE 1
PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docks & Commencement of Special SURVEY (D)

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)	Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes	(F.O.T.Nos. 2, 3, 5, 6)		
Ventilator coamings, skylights, companionways and closing appliances	Yes	D.B.T.	Yes	Yes
	Yes	Fresh Water Tanks	None	None
Holds	Yes	Deep Tanks	Yes	Yes
	Yes	Oil Fuel Bunkers and Settling Tanks	Excluding star'd tween deck F.O.tank	Excluding star'd tween deck F.O.
Tween Decks	Yes	Side Tanks	None	None
	Yes	Wing Tanks	None	None
Fore Peak Spaces	Yes	Other Tanks		
After " "	Yes			
Engine Space	Yes	Cargo Tanks (Tankers)		None
Boiler " "	Yes			
Under Engines and Boilers	Yes	Cofferdams		
Tunnel and Well	None	Pump Rooms		
Coal Bunkers	Yes			
Chain Locker	-			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	None	
		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? None

Has a Load Line Survey been held? Yes If so, state which Renewal by J.G. verification from attached herewith.

Have the shell and deck plating been drilled as per Rule? Yes If so, Report 8(Dr) to be attached attached herewith.

Have any alterations to the approved scantlings and arrangements now been effected? None 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)	Good
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Good
Beams and Fastenings	Good	Companionways and Skylights	None		
Frames	Good	Shell Openings	None	EQUIPMENT	
Reverse Frames	None	Ash Shoots	Good	Equipment Letter	Y
Longitudinals	None	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B 1S	Condition ranged
Transverses	Good	Freeing ports	Good	Cables (State if now ranged and examined)	2
Floors	Good	Steering Gear (Main and Auxiliary)	Good	" length 270 fms	mean diam. 2
Keelsons	Good	examined and found	Good	" (on board) 270 fms	Size 2
Stringers	Good	Windlass examined and found	Good	" Rule Length	Stated sufficient
Inner Bottom Plating	Good	Pumps " " "	Good	Hawsers and Warps	No
Bulkheads and Tunnel	Good	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have	
				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? Yes See Below

REMARKS, REPAIRS, Etc. (Contd.) Starb'd shell plates E13 renewed, D12, D13, F12, F13 faired in place and hold

Fr.Nos. 124, 125, 126, 127 faired in place in way of No.2 hold.

Starb'd bilge keel in way of D6 and D7 renewed.

2) Port side shell plates F5 renewed, E4, E5, G5, G6 faired in place and hold frame Nos. 34, 35, 36 faired

place in way of No.4 hold.

Port side shell plates H9, J8, J9 renewed, G8, G9, H8, H10, J7, S7, S8, S9 faired in place, hold frame

74, 75, 77, 80 faired in place and tween deck beam knees fr.Nos. 74, 75, 76, 77, 78, 79 removed, faired

refitted in way of engine room.

Port side shell plates G11, H12, renewed, F11, H11, G12, J11, J12 faired in place and frame Nos. 110,

113, 114, 115 faired in place in way of No.2 hold.

Survey Fee Part 55 ¥234,500.- Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 50,000.-

Special Attend. Fees 16,000.-

Travelling Expenses (if chargeable) 6,000.-

Date when A/c. Rendered JUN 17

of KOBE Continuation of Report/No. 6656 dated 11th June, 1959 on the

s.s. "RYUJIN MARU"

On completion of repairs, port and starb'd shell plates in way hose tested and found satisfactory.

R and Tear Repairs :- Rudder:- All lignumvitae bushes for rudder pintle renewed.

Plating :-

Port side - Renewed F4, F5, in way of No.4 hold H9, J8, J9 in way of No.3 hold, F11, G11, H12 in way of engine and boiler room.

Starb'd si- Cropped and part renewed E2 and G3 in way of after peak tank and No.4 hold, renewed F4, F5

F6 in way of No.4 hold.

And renewed, H8 & D7 in way of No.3 hold,

G9 in way of No.2 hold,

H12, G11, E13 in way of No.2 hold.

Framing :-

Port side - Renewed fr.Nos. 104, 105, 114 in way of No.2 hold, cropped and part renewed, fr.Nos. 37, 70

in way of No.4 hold.

Doublers fitted on 13 frames.

Starb'd - Cropped and part renewed fr. Nos. 31, 32, 35, 37 in way of No.4 hold.

Doublers fitted on 26 frames.

Side Brackets :-

Port side - Renewed fr.Nos. 24, 27, 36, 38, 42, 44 in way of No.4 hold, fr.Nos. 56, 58, 59, 60, 65, 68

69, 70 in way of No.3 hold, fr.Nos. 110, 113 in way of No.2 hold, fr.Nos. 150, 160, 171, 172

173, 174 in way of No.1 hold, cropped and part renewed fr.Nos. 26, 28 in way of No.4 hold,

fr.Nos. 54, 62 in way of No.3 hold, fr.Nos. 106, 123 in way of No.2 hold, fr.Nos. 145 in way

of No.1 hold.

Starb'd - Renewed fr.Nos. 22, 29, 35, 38, 42, 45 in way of No.4 hold, fr.Nos. 49, 68 in way of No.3 hold.

Cropped and part renewed fr.Nos. 24, 26, 27, 33, 34 in way of No.4 hold, fr.Nos. 51, 53, 55, 58

59, 60, 61, 62, 63, 64, 65, 66, 67, 70, 71 in way of No.3 hold, fr.Nos. 105, 114, 121, 122,

140 in way of No.2 hold, fr.Nos. 148, 160 in way of No.1 hold.

Set Plates for Double Bottom Tank :-

Port side - Renewed fr.Nos. 56, 59, 62, 65, 68 in way of No.3 hold, Fr.Nos. 113, 119, 122, 131, 139 in

way of No.2 hold.

Starb'd - Renewed fr.Nos. 53, 59, in way of No.3 hold, fr.Nos. 112, 114, 122 in way of No.2 hold,

fr.Nos. 145, 148, 160, 163, 165, 167, 168 in way of No.1 hold.

Plating :-

Port deck - In way of galley bulkhead cropped and part renewed port side. Fuel oil side tank top starb'd

cropped and part renewed.

Starb'd deck - No.3 hold in line of hatch, port and starb'd cropped and part renewed.

After peak tank top centre cropped and part renewed.

Hatches :- Weather deck hatch coaming stiffeners cropped and part renewed.

Aft end of No.1 hatch, for'd end of Nos. 2 & 5 hatches.

Hatch beams, ends cropped and part renewed.

5 for No.1, 4 for No.2, 2 for No.3, 3 for No.4, 4 for No.5 hatches.

Upper deck hatch side girder renewed in way of No.2 hatch port side and cropped and

part renewed starb'd.

Double Bottom Tanks :-

Nos. 2 & 3 double bottom, rivets of side girder to bottom angle and vertical angle in way

about 300 rivets renewed and rivets on vertical angle of margin plates about 250 rivets renewed.

Cross oil tank port side, rivets on tank top beam knees about 220 rivets renewed.

No.1 & 2 hold bulkhead, lower strake doubler fitted full breadth and port side plates cropped and

part renewed. No.3 hold, 4 horizontal brackets renewed.

Class (A) :-

Centre line pillars in No.1 cargo hold have now been removed, faired and refitted. It is

recommended that the above item might be removed from the ship's class.

Class (B) :-

No.1 plate (s.s.) from aft in 1st strake below sheer strake examined and found remain efficient.

Starb'd SS :-

The starb'd tween deck fuel oil tank to be examined internally and tested.

27 JUL 1959

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to

REPORT 8 No. 6656

SHIP'S NAME "RYUJIN MARU" DATE OF DRILLING 20th April, 1959.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS					FORWARD					AFT					REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution any		Original Thickness	Thickness by Drilling		Diminution if any		
Letter	Port		Stbd.	Port	Stbd.	Port		Stbd.	Port	Stbd.	Port		Stbd.	Port	Stbd.		
POSITION																	
Cmb. Poop & Bridge Sheerstrake	M											38	30	29	8	9	
Bridge Strake below	L	68	52	55	16	13						38	28	27	10	11	
Sheerstrake ...	S	64	55	63	9	1	46	43	45	3	1	60	51	47	9	13	
1st Strake below	J	64	50	52	14	12	50	43	48	7	2	54	39	52	15	2	
2nd " "	H	64	63	50	1	14	46	46	45	-	1	54	51	51	3	3	
3rd " "	G	64	63	51	1	13	46	45	44	1	2	46	45	37	1	9	
4th " "	F	64	62	60	2	4	50	46	45	4	5	50	45	39	5	11	
5th " "	E	64	58	53	6	11	50	46	41	4	9	50	40	32	10	18	
6th " "	D	66	63	63	3	3	50	46	41	4	9	50	38	45	12	5	
7th " "	C	66	62	62	4	4	50	47	44	3	6	48	45	40	3	8	
8th " "	B	66	63	61	3	5	60	58	57	2	3	48	40	44	8	4	
9th " "	A	68	60	61	8	7	60	58	57	2	3	48	44	40	4	8	
10th " Keel		100	95	93	5	7	90	83	82	7	8	82	74	73	8	9	
11th " "																	
12th " "																	

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK					AFTER TANK					REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake ...												
1st Strake below												
2nd " "												
3rd " "												
4th " "												
5th " "												
6th " "												
7th " "												
8th " "												
9th " "												
10th " "												
11th " "												
12th " "												

H. McLean & K. Urayama
Surveyors to Lloyd's
Register of Shipping
H. McLean & K. Urayama.

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE		Frame						Poop Dk		AFT		REMARKS
		FORWARD		138½								
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	
Stringer Plate ...	...	68 ✓	61	57	7	9	56	47	43	9	13	
1st Strake Inboard ...	...	68 75	54	53	14	15	36	36	36	-	-	
2nd „ „ ...	...	60 38	51	54	9	6	36	36	36	-	-	
3rd „ „ ...	...	38 36	37	37	1	1	42	49	42	-	-	
4th „ „ ...	...	38 16	37	35	1	3						
5th „ „ ...	...										
6th „ „ ...	...										

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.