

Rpt. 8

Date of writing Report 20th Dec., 1958

When handed in at Local Office JAN - 5 1959

Port KOBE

No. 6253

Received London 12 JAN 1959

Survey held at Mukaishima

No. of Visits 7

First Date 17th Nov. 19 58

Last Date 9th Dec., 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.

73003

on the S.S. NISSHU MARU

Steel

Tons gross 6021

Built at Oakland

By Whom Moore S.B.

Year 1920
Month

Owners Nippon Kaiun K.K.

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

Managers

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock Hitachi S.B. & E.Co., Ltd.,

Date of last examn. in Drydock 25th Nov. 1958

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

Last Report: No. 6210

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.

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, Owners

Freeboard as marked on ship and now verified — ft — ins

Superintendent, not required

Was a damage report made by anyone else? If so, by whom? Yes, Japanese Insurance Surveyors.

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE, WEAR & TEAR, EQUIPMENT, AND TEMPORARY REPAIRS PENDING VESSEL BEING LAID UP FOR AN INDEFINITE PERIOD:

Damage stated to have been caused by:— (1) Contact with submerged objects during voyage from Philippine Islands to Chiba, Japan, and subsequent beaching at Kirakawa, Japan on the 30th October, 1958, (2) Heavy seas breaking over vessel on 1st, 2nd & 3rd November, 1958 as she lay beached at Kirakawa, Japan.

Damage No. 1 Vessel placed in drydock, the bottom shell plating examined, and found to be extensively indented and set up, affecting the following shell plates, and double bottom tank internal structure in way.

Recommendations for the necessary repairs being made as follows.

The following damaged shell plates to be renewed:—

Keel plates Nos. 15 and 18; "A" strake, Port, Nos. 14, 15, 16, 17, 18 & 19.

"B" strake, Port Nos. 9*, 10*, 11, 12, 13, 14, 15, 16, "C" strake, Port Nos. 12, 13 & 14.

"D" strake, Port, Nos. 5*, 8*, 10, 11, 12; "E" strake, Port, Nos. 16 & 17.

"A" strake, Starboard, Nos. 5, 10*, 14, 15, 16, 17, 18; "B" strake, Starboard Nos. 4, 6, 7*, 8*, 9*, 10*, 11, 12, 13, 14, 15 and 16; "C" strake, Starboard, Nos. 7*, 8*, 9*, 10, 11, 12, 13 and 14; "D" strake, starboard, Nos. 5*, 6*, 7*, 8*, 9, 10, 11, 12; "E" strake, Starboard, Nos. 12, 13, 14, 16 & 17; "F" Strake, Starboard, No. 16; "G" Strake, Starboard, No. 15 and "H" strake, Starboard, No. 18:

The following damaged shell plates to be cropped and part renewed:—

"A" strake, Port, No. 19, "C" Strake, Port, No. 11; "A" Strake, Starboard, Nos. 6 and 19;

"D" strake, Starboard, Nos. 1 and 2.

CONTINUATION OVER/ON REVERSE

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames Longitudinal	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	16				9 part	6 & 1 part		For extent of repairs carried out — See Rpt.
Removed and Faired or Repaired								Note — All damage not dealt with as this time.
Faired or Repaired in place	7	5		8				

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

YES, NOW.

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

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

Has Interim Certificate been issued? Yes, B-54036, 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".

It is recommended that this vessel remain as classed in the Register Book without fresh record of Docking, subject to indented and set up Bottom shell plating, etc., being further examined and permanently repaired before returning to service, to wasted shelter deck, upper deck and poop deck plating, wasted fore peak bulkhead plating fractured shell (Oxter) plates (P. & S.) in way of sternframe being examined and dealt with, also Bower Anchor and 90 fathoms of chain cable being supplied at the next Special Survey.

Alex. M. Hopkins W.M. Henckel
Surveyor to Lloyd's Register of Shipping
A.M. Hopkins & W.N. Henckel.

Date of Committee

THURSDAY 29 JAN 1959

Minute

Deferred for equipment

DS 11. 58 subject
TS 11. 58

30m, 4.57 T.

Write Kobe re equip.

Noted for Header



© 2020

Lloyd's Register Foundation

003369-003376-0173 13

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR..... Damage, W. & T. & Temporary repairs SURVEY

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

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No

Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Not applicable

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—Yes.

The present condition of the following parts in so far as examined is to be reported:—

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

The following damaged Shell plates to be removed, faired, and refitted:-
Keel plates, Nos.14,16 & 17.

Keel-plates, Nos.12 and 13, "A" strake, Port, Nos.10*, 11*, 12* and 13; "C" Strake, Port No.9; "D" Strake, Port, Nos.7* and 9; "E" Strake, Port, Nos.9*, 11*, 12 and 13:
 "A" strake, Starboard, No.13; "B" strake, Starboard, No.5; "C" Strake, Starboard, Nos.2,5 & 6;
 "E" Strake, Starboard, Nos.10 and 11;"F" Strake, Starboard, No.15; "G" Strake, Starboard No.14:

Summary of the above recommendations: Renew, 67 in No.; Part renew 6 in No.; Remove, fair and refit 3 in No.; Fair in place, 22 in No.

(Cont'd.)

Survey Fee DS ¥15,000.-

Second Surveyor's Fee (if any) _____

Rpt.

- 2 -

JAN 1959

Continuation of Report No. 6253 dated 20th Dec., 1958, on the
S.S. "NISSHU MARU"

No.1 Double Bottom Tank
Floor Plates Nos.68 to 84 inclusive, buckled, and Tank end No.67, Buckled, Port & Starboard - to renew.
Centre Girder, approx. Fr.80 to forward end to renew, remainder to fair in place.
Intercostal Side Girders, and connections also, buckled bottom longitudinals to renew, and fair as necessary.

Floor Plates Nos.61 to 66 inclusive, buckled - renew.
Intercoastal side girders, Port and Starboard, in way, to renew.
Centre Girder, slightly buckled in several places to fair as necessary.
Bottom Longitudinals set up, to renew or remove, fair and refit in way of the foregoing.
Girders, Floors, Longitudinals, etc., aft of Fr.No.61, slightly buckled or distorted to be faired as necessary.

Several Floors, Side Girder Plates, etc., slightly buckled - to fair (See later, "Partial Damage Remaining now effected").

W.T. Bulkhead No. 67 (Between Nos. 1 & 2 Holds) extensively bowed and buckled - to renew complete.

Bower Anchor and 90 Fathoms Chain Cable noted missing - to be replaced (See - Equipment).

DAMAGE No. 1 PARTIAL DAMAGE REPAIRS NOW AFFECTED

Now Done:- Bottom shell plates, Port "B" Strake Nos.9 and 10, "D" Strake Nos.5 & 8, renewed (4).
 "A" Strake, Nos.10,11,12; "C" Strake No.9; "D" Strake No.7; "E" Strake Nos.9 and 11, faired in place (7).
 Bottom Shell Plates, Starb'd, "A" Strake No.10; "B" Strake Nos.7,8,9,10; "C" Strake, Nos.7,8,9,
 "D" Strake, Nos.5,6,7 and 8 renewed (12).
 Bottom Longitudinals, Nos.4,5 & 6 Starboard, between Frs.41-53, faired in place.
 " " , Nos.3 and 4, Port, between Frs.49-53, faired in place.
 Side Girder plates, Starboard, Frs.42-49 incl. faired in place. Shell connection angles, removed,faired
 Side Girder Plates, (Engine)Starb'd, Frs.37-44 incl. " " " " " " " " and refitted.
 Floor Plates, Starboard, Nos.42-46 incl. faired in place. " " " " " " " "
 Floor Plates, Port, Nos.48 and 49 faired in place. " " " " " " " "
 W.T. Floor, Port, No.47, faired in place. Shell Boundary Angle cropped and part renewed.
 On completion of the above permanent repairs, No.3 D.B. Tank was tested under water pressure, and
 found to be sound and tight.

W.T. Bulkhead No.67 (Between Nos.1 and 2 Holds) renewed, complete with plating, horizontal stiffeners, and vertical web stiffeners, between Tank Top and Upper (2nd) Deck.
The longitudinal strakes of Tank Top Plating in way of the No.67 W.T. Bulkhead, have been cropped away, and reinstated by new Transverse Plating, extending LM 200 on forward side into No.1 Hold, and at after side 2M 100 into No.2 Hold. On completion of the above repairs, the No.67 W.T. Bulkhead, was examined under hose test, and found to be sound and tight.

DAMAGE No.1 TEMPORARY REPAIRS

The remainder of the set up and indented bottom shell plates in way of Nos.1,2,4 and 5 Double Bottom Tanks have been examined, slack and defective rivets caulked or welded, and all caulking edges of seams and butts overhauled.

On completion of these temporary repairs, the Nos.1,2,4 and 5 were flood tested and found to be tight, and satisfactory for the purpose of lying up only (See Later - S.R.L.).

Three lengths of the Port side chain cable have been removed and refitted on the Starboard side with the Spare Bower Anchor - thus making 6 lengths of chain cable, Port and Starboard i.e. a total of 12 lengths (180 fathoms) now on board.

The vessel is now deficient of a Bower Anchor and 6 lengths of Chain Cable (See later - S.R.L.)

DAMAGE No.2 (Permanent Remains)

Shelter Deck plating in way of Nos.2 & 2A hatches, found to be fractured, indented, and leaking.

"B" Strake plate, starboard, at fore side of No.2 Hatch - cropped and part renewed

"C" Strake plate, starboard, at forward corner of No.2 hatch (O.L.H.) - renewed

"A" Strake plate (Centre Line) between Nos.2 & 2A Hatches - renewed.

"C" " " Starboard " " " " - renewed.

"C" " " " " " " " " - renewed.

" " " Port, between Nos. 2 & 2A Hatches - renewed.
" " " Port, abreast after corner of No. 2 Hatch - renewed.
Shelter Deck girder, in way of No. 2 Hatch, renewed at Starboard side, forward, and Port and Starboard After Corners.
No. 2 Hatch Coaming angle at forward corners, port and starboard side, and after end - renewed.
No. 2 Hatch Bracket Stays at Forward Coaming (2 in No.) and after coaming (2 in No.) - renewed.
No. 2A Hatch - Coaming angle at forward end - renewed.
- Bracket stays at forward coaming, 4 in No. - renewed.

On completion of the above re
and found to be satisfactory.

EAR & TEAR REPAIRS:

"H" Strake plate, starboard, No.19 - renewed.
On completion of the above repairs, the Fore-Peak Tank was filled with water, the shell plating examined and found to be satisfactory.

On completion of the foregoing Damage, Temporary, and Wear and Tear Repairs, the Owners have decided that the vessel was to be laid up, at Mihara, Japan, for an indefinite period, in view of the prevailing Freight Market conditions - and have stated that all outstanding Damage repairs, and Special Survey (Due 3/59) would be carried out before the vessel returned to service. This proposal, in our opinion, merits the favourable consideration of the Committee.

(Cont'd.)

172 JAN 1959

Rpt.

Port of KOBE

Continuation of Report No. 6253^{/8} dated 20th Dec., 1958 on the

S.S. "NISSHU MARU"

S.R.L. Insert:- D.Dkg (Grdg) Repairs to indented and set up Btm Pltng,etc., to be specially examined and dealt with, before returning to service.
Wasted shelter, upper, and poop deck plating, and F.P. Bulkhead Pltg, to examine and deal with at the next Special Survey.
Fractured shell (Oxter) Plates, Port and Starboard, in way of sternframe to examine and deal with, also Bower Anchor and 90 Fathoms of Chain Cable to supply, at the next Special Survey.

W. M. Henckel

