

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th June, 1955. When handed in at Local Office JUN 30 1955

Port of KOBE

No. in Reg. Book 25697

Survey held at Osaka

Date,

First Survey 5th May,

Last Survey 28th May,

1955.

on the Wood, Iron or Steel

S.S. "RYUKO MARU"

(No of Visits)

TONNAGE :-

GROSS 4435

UNDER DK 4010

NET 3053

Built at Port Glasgow

By whom W. Hamilton & Co., (1928) Ltd

YEAR.

MONTH.

Owners Kotani Kisen K.K.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Both

Name of Dock Sanoyasu Dockyard

Destined Voyage

Cell DB or DBa feet: uE&B

feet: f

feet

total capacity tons. FPT

tons; APT

tons; MT

feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1987

Port KOBE

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR

Commencement of Periodical Special Survey (D), due 12, 55.

Ship 27 years old, Oil fuel Conversion, Change of Ownership and Damage stated to have been caused by (a) Contact with launch at Madras on the 22nd December, 1954 (b) Contact with barges in heavy weather at Kalenbe, Newcaledonia on the 25th March, 1955 (c) Collision with floating object on the 8th & 9th April, 1955 whilst on voyage of Kalenbe to Tokyo.

NOW DONE:- Ship placed in drydock, shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked 20-5-55.

EXAMINED:- Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, general equipment, Ash shoots and other openings in shell with their securing appliances, main and auxiliary steering arrangements, Nos. 1 & 3 holds and tween decks. All parts surveyed found or placed in good condition. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...	18							
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	11	36						

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers		Boats	Good
Beams & Fastenings	Not exd.	Rudder	Good	Scuppers	Not exd.	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained from deck (State if wedges removed.)	
" " in way of sidelights	Not exd.	Windlass	Good	Hatches	Good	Equipment letter	Y
Frames	Part exd. Good	Have pumps been examined and found efficient?	Not exd.	Planking		Anchors, No. of	3B 1S
Reverse Frames	" " "	Have Sluice Valves been examined and found efficient?	Not exd.	Caulking		Cables (State if now ranged)	Yes
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails		" length 4.95M mean diamr.	52.0mm
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems		" Rule length 1.95M size	55.5mm
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		Chain Locker	Not exd.
Keelsons	-	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Hawsers & Warps	Sufficient
Stringers	Part exd. Good			" " at other places		Standing and Running Rigging	Efficient
Inner Bottom Plating	See Rpt.			Stringers, Clamps & Shelves		Sails	
Have the Tanks been examined internally?	Yes			Sanding	State if examined		
Have the Tanks been tested?	See Rpt.						

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

This Ship, so far as now surveyed, is eligible in our opinion to remain as classed with fresh record of docking 5.55 and to have the Notation S.S. (with date and place) when the Special Survey is completed.

Survey Fee (per Section 23)	£ 10.000	Fees applied for,	
Special Damage or Repair Fee (if any) (per Section 23)	£ 61.380	19	
Travelling Expenses (if chargeable)	£ 2.500	Received by me,	
Second Surveyor's Fee (if any)	£ 14.000	19	
Special Attend. Fees			

Committee's Minute

THURSDAY 4 AUG 1955

Character Assigned

5.55 Oa. without epl cdu

5 5.55

Apr 5.55

+ Lmc 5.55

Fitted for oil fuel 5.55

Fitted for oil fuel 150 HP

003808-003815-0079

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Lloyd's Register Foundation

DAMAGE:- Shell plates numbered from aft.

- (a) Stem bar cropped, faired and refitted in way of Lower part.
Shell plates renewed. B16, E15, F16 on starb'd and B16 on Port side.
Shell plates faired in place E15 & F16 on port side.
Peak frames removed, faired and refitted 3 each on port and starb'd.
- (b) Port shell plates in way of No.4 hold, Renewed F12, F13, G13, G14 and
Faired in place E12, H3, H14. 13 hold frames faired in place.
Starb'd shell plates in way of No.1 hold, Renewed G4, H4, H5 and Faired in place
F3, F4, G3, G5. 17 hold frames faired in place.
- (c) Starb'd shell plates in way of Nos.1 & 2 holds, Renewed E12, E14, F12, F13, G13, G14,
H14 and faired in place E11 & E12.

REPAIR WEAR AND TEAR:-

Shell plates renewed.
Starb'd H9, G15, F5, F6, F9, F10, E13, B15
Port side G4, G7, G9, G15, F5, F6, F14, E13

Shell plates cropped and part renewed.
Starb'd C9 & Port D7.

A number of Shell rivets renewed in way of No.1 Double Bottom Tank bottom shell.

No.1 Hold:- Alternate Hold frames starb'd renewed.
Alternate Reverse frames starb'd renewed.
5 Reverse frame port renewed and 3 main frames fitted with reverse
frames. Lowest panting stringer port and starb'd face angle renewed.
Tank top gusset plates cropped and part renewed port and starb'd.
One port inner bottom plate renewed.

Tween Deck Bunker:- Tween Deck frames webs part doubled in way of Tween Deck
cement chock 9 starb'd - 10 Port.

No.2 Hold:- Two inner bottom plates renewed Port & Starb'd.
F125 hold bulkhead one wing plate and one lowest plate renewed starb'd.

No.3 Hold:- Hold frames cropped and part renewed.
1 - Starb'd, 2 - Port.
Tank top plates - 3 starb'd, 1 port renewed and 1 port part doubled
in way of No.2/3 W/T Bulkhead.
Bhd. 82 hold bulkhead base plate renewed.
Bhd. 84 Wing Bunker - 2 plates Starb'd - 1 Plate part cropped and renewed.

No.4 Hold:- One hold frame renewed Port & Starb'd.
Hold frames part doubled 8 Port - 8 Starb'd.
Tank Top - 3 plates renewed Port, 2 plates renewed starb'd.
1 plate part doubled - port.
Bhd. 63 - Wing plate one Base plate port cropped & part renewed.

No.5 Hold:- Gusset plates starb'd cropped and part renewed.
F36 hold bulkhead port - Wing plate cropped and part renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stanch.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
CC20607	15 2 15 16		96.25	134.75	42-1-19 35 7/8	15 23/16			Fire Welded Stud Link Unknown		Koyo Chain Mfg. Co. Ltd. Osaka, Japan 22-9-54 H
CC 20608	"	"	"	"	42-2-25 35 7/8	"	"	"	"	"	"
CC20612	"	"	"	"	42-2-24 35 7/8	"	"	"	"	"	"
Iron Stream Chain or Steel Wire											

Eng. Room:- 4 Tank side brackets part renewed.
3 main frames part renewed.

Double Bottom Tank:- Floor plates faired in place;
One each in No.1, No.2 & No.6 double bottom tanks.

Hatches:- 20 2nd deck hatch beams renewed. 80 hatches board renewed & 25 cleats renewed
O.F. CONVERSION:- Oil fuel can now be carried in Nos.2 & 5 double bottom tanks.

All Tank top in Nos.2,3 & 4 holds fitted with ceiling on bearers.
Coal Bunker Hatch P & S in Tween Deck plated over 1 settling Tank Port & Starb'd
fitted in original Pocket Bunker Space - Frames 82-84.

All the requirements of paragraph D20 have now been complied with.
Starb'd ash shoot pipe has now removed and shell opening and deck opening has
been plated over.

COMMENCEMENT OF THE SPECIAL SURVEY:- It is recommended the following items could be
credited towards the Special Survey. Examined (internally) and Tested:- Fore peak tank. All double bottom tanks (except
No.6 double bottom tank).
Examined (internally) only:- Aft peak tank and No.6 double bottom tank.

TO COMPLETE THE SPECIAL SURVEY:- All Rule requirements to be dealt with except as above.
CONDITIONS OF CLASS:- 45 fathoms of new chain cable has now been placed aboard. See Details
NOTE:- This vessel is now owned by Messrs. Kotani Kisen K.K., Osaka, Japan. Ship official
Number, Signal Letter, Gross tonnage and Net tonnage not changed.
Interim Certificate No.B-23780 issued - copy attached.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

If Stockless state Mechanical Tests.

Independent Tank
not part of structure
see Eng's plan.