

21 SEP 1954

No. 363

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 8th Sept. 1954. When handed in at Local Office 1954. Port of Shimonoseki  
 No. in Survey held at Nagasaki Date, First Survey 13-8-54 Last Survey 26th August, 1954.  
 Reg. Book 16195 on the M.V. "KOEI MARU" (No. of Visits 5)

TONNAGE: Built at Nagasaki By whom Mitsubishi Zosen Kaisha, Ltd. YEAR. 1934 MONTH. 1  
 GROSS 6804 Owners. Daido Kaiun K.K. Owners' Address  
 UNDER DK. 6046 Managers. Mitsubishi Zosen K.K., Port belonging to Kobe  
 NET 4898

Surveyed Afloat or in Dry Dock? Both Name of Dock Nagasaki S.Y. Destined Voyage  
 Cell DBor 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. 1896 Port RGN.

Periodical Surveys, when held, must be reported in detail and *peritum* 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. Yes

Society's Freeboard (if assigned) CONTINUOUS SURVEY painted on Ship and now verified

Copy Attached

Was a damage report made by anyone else? if so, by whom? None

REPAIRS, OR EXAMINATION AS PER RULE FOR Dry-docking, Repair of Damages stated sustained by loss of equipment (A) subsequent grounding (B) at Moulmein on 3/5th March 1954 and (C) to bilge keel stated sustained by striking submerged object off Madara Zima whilst on a voyage from Osaka to Nagasaki, Damaged Report now issued for (A) copy sending herewith.

For further particulars please see Log Books, and Yokohama Rpt. C-966 dated 3 April 1954 for (A).

Now Done; Vessel placed in dry-dock. Bottom, Stem, Stern frame & Rudder (lifted) cleaned, examined and found or now placed in good condition, afterwards recoated. Decks, hatches, hatchways, supports & battening appliances, casings, end closings, steering engine, windlass and equipment examined in general and found or now placed in good condition. Cables ranged. Vessel undocked 19th Aug., 1954.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed ...	Part 1							As Rpt.	
Removed and Faired or Repaired				4					
Faired or Repaired in place ...	5			1					

PRESENT CONDITION OF THE									
Decks Good	Bulkheads	—	Engine Room Skylights	Good	Copper, or Y.M.				
Caulking of Decks Good	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt)				
Coamings Good	Cement or Asphalt	—	Oil Bunkers	—	When fitted, Month				
Beams & Fastenings	Rudder	Good	Scuppers	—	Year				
Outside Plating Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Boats	—			
" " in way of sidelights	Windlass	Good	Hatches	Good	Masts, Yards, &c.	Good			
Frames	Have pumps been examined and found efficient?	—	Planking	—	Condition, how ascertained	from Deck			
Reverse Frames	Have Sluice Valves been examined and found efficient?	—	Caulking	—	(State if wedges removed)				
Longitudinals	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Equipment letter	b+			
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Anchors, No. of	3B 1S			
Floors	Air and Sounding Pipes	on Dk Good	Transoms, Pointers & Crutches	—	Cables (State if now ranged)	Ranged			
Keelsons	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" length 300fms mean diamr. 2 1/4"				
Stringers			" " at other places	—	" Rule length 300fms size 2 3/8"				
Inner Bottom Plating			Stringers, Clamps & Shelves	—	Chain Locker	—			
Have the Tanks been examined internally?			Salting	State if examined	Hawsers & Warps	Efficient			
Have the Tanks been tested? Nos. 7 & 8					Standing and Running Rigging	Sufficient			
					Sails	—			

## General Observations, Opinion as to Class, Recommendation, &amp;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 vessel is in good condition and eligible in our opinion, to be continued as classed with fresh record of Dry-docking 8,54 without any restriction.

Survey Fee (per Section 23) Docking £15,000 :  
 Special Damage or Repair Fee (if any) (per Sec. 23) £30,000 :  
 Travelling Expenses (if chargeable) £2,000 :  
 Second Surveyor's Fee (if any) £ :  
 Committee's Minute

Fees applied for, SEP. 15. 1954  
 LOCALLY Received by me, 19.

For A. Murao & self  
 Surveyor to Lloyd's Register of Shipping.

TUESDAY 19 OCT 1954

Character Assigned 8.54 Nag. without spe. limitation (Delete endorsement)

DB 8.54

003948-003957-0123

Yes  
 Now  
 If a Survey also been held on the Machinery of the Ship?  
 If so, to the Report sent now, or when will it be sent?

(MADE AND PRINTED IN ENGLAND.)  
 Transfer Ink.  
 (The Surveyors are requested not to sign on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

Lloyd's Register Foundation



S.R.L. :- Now dealt with as follows:-

Repairs due to Damage:-

(A) One bower anchor and 91.04 fms chain cable, of proper weight and test have now been placed on board, For further particulars see the table at the back of this Rpt.

(B) Damaged bottom plates now repaired as follows:-

K-4, faired in place.

Port A-5, partly renewed and the remainder faired in place.

" A-6, B-1, and C-2, faired in place.

" D-5, faired in place at seam of C-2.

Port Nos. 7 and 8 D.B. tanks examined, internally and following damage repairs which were considered attribtable to the grounding, have now been carried out;

1- Floor plate (F.No.29) found slightly buckled and now faired in place.

4- Floor plates (F.Nos.30,31,32 & 33) found buckled and now cropped partly, removed, faired and refitted.

3- Lengths of bottom angle (for F.Nos.30,31 & 32) found buckled and now cropped partly, removed, faired and refitted.

Nos. 7 & 8 D.B. tanks tested on completion of repair and proved tight.

(C) Port bilge keel buckled at aft end, about 15 feet total length, bilge keel plate with half round bar thereon cropped partly, removed, faired & refitted.

Shell angle in way, slightly bent and now faired in place.

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.			
A20021	1st Bower	67	10	0											Hall's Type	Komatsu Mfg. Co., Ltd.	Komatsu, Japan 30-7-54 M.M.
	2nd	75	0	14	----			56.75				69.1					
	3rd "	66	8	0								"					
	Collective Weight	212	2	14								207					
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts. <del>XX XX</del>	Fathoms.	Ins.			
CC19303	91.04	2 3/8	101.50	142.10	283.1.8	253.5	90	2 3/8	F.W. Stud Link	Koyo Chain Mfg. Co., Ltd.	Osaka 21-5-54 H.I.
Iron Stream Chain or Steel Wire }											

Repairs due to Wear & Tear:-

3- Rudder gudgeon bushes renewed.

Other minor repairs.

Interim Certificate issued, copy attached hereto.

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



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