

Rpt. 8

Date of writing Report 17th April, 1959.

Port SHIMONOSEKI

No. 942

Survey held at Shimonoseki

When handed in at Local Office

Received London

No. of Visits 12

First Date 9th Mar., 19 59

Last Date 26th Mar., 19 59

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.

79219

S.S.

on the Iron or Steel ~~XXXX~~

"SHINWA MARU"

Built at

P. Glasgow

By Whom

Lithgows Ltd.

Tons gross. 4882

Year

1924

Month

7

Owners

Kotani Kisen K.K.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Osaka

Surveyed Afloat or in Drydock

Both

Name of Dock Shimonoseki Shipyard

Date of last examn. in Drydock 25/3/1959

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

Last Report: No.

To be filled in at Head Office.

Port

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 28th Oct., 1958

Classn (H)

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.

Not required.

Yes

Freeboard as marked on ship and now verified

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Docking and Conditions of Class

All numbers from aft.

Damage: Stated to have been sustained by contact with quay wall at Kawasaki on 28th April, 1958.

Now Done: Ship placed in Dry Dock.

Starb'd side forward.

Shell plates H13, G12 & G13 (indented) renewed.

F13 faired in place.

Frames Nos. 124, 125, 126 & 128 renewed.

Beam Knees Nos. 125, 126 & 128 renewed.

W.T. Bulkhead at frame 127 (buckled) cropped and part renewed whole depth for a width of 3 feet.

Boundary angle to shell renewed.

On completion of repairs shell and bulkhead hose tested and found tight.

Docking

Repairs Wear & Tear :

Shell plates C8 (grooved) joggled doubler fitted at forward butt (port).

L.18 (wasted) cropped and part renewed (p & s).

O.14 (forecastle side) (wasted) cropped and part renewed (p & s).

Forecastle deck stringer angle in way renewed (p & s).

D10, D13, E14 & E15 (wasted) renewed (Starb'd)

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	6	8						
Removed and Faired or Repaired								
Faired or Repaired in place	1							See Report

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

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

YES,
NOW.

Is Classification Certificate required? If so, to be sent to No

Has Interim Certificate been issued? Yes, C-7320 copy herewith.

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 our opinion to remain as now classed and to have fresh record of Docking 3,59 subject to three lengths of worn anchor chain cable being renewed at the earliest opportunity.

S. Bowman & A. Imaizumi
Surveyor to Lloyd's Register of Shipping
S. Bowman. & A. Imaizumi.

Date of Committee

MONDAY 11 MAY 1959

Minute

DS 3,59, Subject (L)

Without special (L)

TS 3,59

MS 3,59

30m, 4,57 T. ht

Noted
for
Header

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Lloyd's Register
Foundation

005318-005320-0012

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage, Docking & Conditions of Class SURVEY

HULL AND MACHINERY DECK EXAMINED FOR Damage, Docking & Conditions of Class SURVEY					
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. "	No	No	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Nos.1 & 2 Yes	Nos.1 & 2 Yes	
Hatchways, Covers, closing and securing appliances	Yes				
Ventilator coamings, skylights, companionways and closing appliances	Yes				
Holds	Yes	Fresh Water Tanks	No	No	
		Deep Tanks	No	No	
Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	No	No	
		Side Tanks	None	-	
Fore Peak Spaces	Yes	Wing Tanks	None	-	
After "	Yes	Other Tanks	-	-	
Engine Space	Yes				
Boiler "	Yes	Cargo Tanks (Tankers)			
Under Engines and Boilers	No				
Tunnel and Well	Yes	Cofferdams	Not Applicable.		
Coal Bunkers	None	Pump Rooms			
Chain Locker	No				
Other Spaces	-				

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? No

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Has cement in bottom been examined? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

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.

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	-
" " 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	from deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Frames	Good	Shell Openings	-	EQUIPMENT	
Reverse Frames	Good	Ash Shoots	None	Equipment Letter	y
Longitudinals	-	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B 1S	Condition Good
Transverses	-	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Floors Nos.1 & 2 DBT	Good	Steering Gear (Main and Auxiliary)	Good	" length 495 M	3L = 48 mm
Keelsons Nos.1 & 2 DBT	Good	examined and found	Good	" (on board) 495 M	mean diam. 53 mm
Stringers	Good	Windlass examined and found	Good	" Rule Length 495 M	Size 55.5 mm
Inner Bottom Plating	Good	Pumps " " "	Not Exd.	Hawsers and Warps	Sufficient
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.	No

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes

See Below

REMARKS, REPAIRS, Etc. (Contd.) Starb'd D10 D13 E14 & E15 (wasted) renewed.

D11 cropped and part renewed (frs. 119 - 124).

Upper Deck : Inboard of stringer plate abreast No.4 hatch (wasted) renewed.

Between Nos. 4 & 5 Hatches 3 plates (wasted) within line of openings renewed.

Aft corner of No.5 Hatch (starb'd) (wasted) cropped and part renewed.

Hatches : No.2 Hatch coaming (p.) and deck angle (wasted) cropped and part renewed.

No.4 Hatch horizontal stiffener (p.) (wasted) cropped and part renewed.

No.5 Hatch horizontal stiffener (p. and for'd) cropped and part renewed.

10 hatch beams, 20 beam sockets, hatch cleats etc. repaired or renewed as necessary.

On completion shell decks and hatches hose tested and found satisfactory.

Cont'd/.....

Survey Fee Docking £10,000

Condition of Class 20,000

Special Damage or Repair Fee (if any) 20,000

W. & T. Repairs 25,000

Travelling Expenses (if chargeable) 3,000

Second Surveyor's Fee (if any)

Date when A/c. Rendered

23. APR. 1959

LOCALLY

t. 8

rt of SHIMONOSEKI

Continuation of Report No. 942

dated 17th April, 1959 on the

S.S. "SHINWA MARU"

Tank Top Plating in way of aft bulkhead of No.1 Hold part renewed over 7 strakes.

No.3 Hold 1 plate part renewed.

No.1 D.B. Tank 4 intercostal side girder plates doubled.

No.2 D.B. tank 20 floors doubled where wasted.

Fore Peak Tank 2 floors and centre keelson renewed.

On completion of above repairs Nos. 1 & 2 D.B. tanks and fore peak tested and found satisfactory.

Holds: No.1 Hold aft bulkhead doubled where holed and wasted bulkhead hose tested on completion and

found satisfactory. 14 bulkhead stiffener bottom brackets renewed. Side stringer brackets to collision bulkhead (p & s) faired and face bars fitted.

Side stringer (starb'd) (wasted) renewed - frames 125 - 142.

2 frame brackets renewed.

2 gusset angles renewed.

No.2 Hold Solid pillars faired and bottom connections repaired.

1 frame bracket renewed.

No.3 Hold Solid pillars bottom connections repaired.

5 frame brackets, 3 gusset angles, 5 main frames and 3 beam knees renewed.

Web frame bracket at fr. 34 renewed.

All hold bilges cleaned and cement washed on completion of repairs. Bilge pumping tried and found satisfactory.

Tween Deck pillars and trimming hatch coaming faired and/or repaired as necessary.

Ventilator coamings to No.3 Hold (s.) and No.4 Hold (p.) part renewed. Deck plate in way of No.4 Hold ventilator renewed.

Bulwark plates cropped and part renewed (p & s) one bulwark stay renewed.

Engine casing top doubled as necessary.

Air sounding and scupper pipes renewed as necessary

Main mast 4 stays renewed.

Bower anchor (p.) pin renewed with tested material, 3 lengths of chain cable found worn to 48 mm.

It is recommended for consideration, that these three lengths of chain cable be renewed at earliest opportunity.

Main and auxiliary steering gear including engine overhauled. 5 rod pins renewed.

Main and auxiliary steering gear examined under working conditions and found satisfactory.

Conditions of Class.

(See Yokohama Cert. No.D-449 dated 28th April, 1958.)

Indented shell plating in way of No.5 Hold (s.s.) also to rudder, rudder post and stern frame etc. being specially examined and dealt with as necessary at next dry docking.

Now Done: All numbers from aft.

Shell plates J5 H4 & G4 (s.) renewed.

4 main frames in way renewed.

4 frame brackets and 3 gusset angles renewed.

On completion shell hosed with satisfactory results.

Rudder removed ashore. Alignment checked found satisfactory and replaced.

Rudder plate found fractured at rudder arms now veed out and welded. 3 doublers fitted in way. All gudgeon bushes, pintle sleeves and locking pintle renewed - the latter with tested material. Heel disc renewed.

On completion of repairs rudder tried under working conditions and found satisfactory.

KOB 7,58 8 & 9.

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S.S. "SHINWA MARU"

Stern frame specially examined and found good.

It is submitted for consideration that the above be deleted as a condition of class.

It is noted that the damage reported on page 1 of this Report is stated to have been sustained on the same date as that now dealt with as a condition of class.

This ship is now recommissioning after being laid up for 4 months.

a. L. J. J. J.

