

Rpt. 8

Date of writing Report 5th Feb., 1960

When handed in at Local Office FEB - 9 1960

Port KOBE

No. 7121

19 FEB 1960

Survey held at Mukaishima

No. of Visits 5

First Date 4th Jan., 1960

Last Date 9th Jan., 1960.

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.

14342

S.S.

"HIKOSAN MARU"

Tons gross 6363

on the ~~Steel~~ Steel

Year Month

Built at Yokosuka

By Whom Uraga Dock Co., Ltd.

When 1951 11

Owners Nakano Kisen K.K.

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

Managers

Port of Registry Tokyo

Surveyed Afloat or in Drydock Both

Name of Dock Hitachi, Mukaishima, Japan

Date of last examn. in Drydock 7th Jan., 1960.

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

Last Report: No.

Port

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

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1 carrying oil fuel FP above 1500F. in DTs	*LMC Engine 12,55 Boiler M 1,59 Tail shaft CL 12,56N Steam pipes 12,55
SS 12,55 DS 1,59	

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,

Freeboard as marked on ship and now verified 2088mm

Owners, Not required.

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking, Completion of Special Survey "B" Due 12,59, Ship 8 2/12 years old and Damages.

Damage (1):— Stated to have been sustained through contact with dock gate in Calcutta Harbour, India on the 30th September, 1959.

Damage (2):— Stated to have been sustained by grounding in Calcutta Harbour on the 17th April, 1959.

Damage (3):— Stated to have been caused by encountering gale force winds whilst anchoring at Muroran Harbour, Japan on 17th November, 1959.

Found Damage (1):— Shell plates I-12 & 13 and H-11 on port side indented between floors.

Now Done Damage (1):— Indented shell plates I-12 & 13 and H-11, port side renewed.

Found Damage (2):— Bottom shell plates (A16 & B13 starboard side) set up between floors.

Now Done Damage (2):— Set up bottom plates (A-16, B-13 starboard side faired in place and seam rivets in way renewed.

Found Damage (3):— One link in 2nd length of chain cable starboard side broken.

Now Done Damage (3):— One length of chain cable renewed and placed on board, now attached to starboard anchor, damaged length of chain cable removed ashore.

On completion of the above repairs (Damages 1 & 2) internal examination and water test of No.1 D.B. tank and hose test of shell plates on port side of No.2 & 3 cargo holds were carried and repairs found sound and tight.

CONTINUATION OVER/ON

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	3							1 length chain cable
Removed and Faired or Repaired								
Faired or Repaired in place	2							

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

YES,
NOW.

Is Classification Certificate required? If so, to be sent to Kobe +2 cert

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

Has Interim Certificate been issued? Yes, B-62110 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".

This vessel so far as now seen is eligible in my opinion to remain as classed and to have record of dry docking 1,60 and the notation of SS 1,60.

Victor McLean
Surveyor to Lloyd's Register of Shipping
H. McLean.

THURSDAY 10 MAR 1960

Date of Committee

Minute

SS 1,60

SS 1,60, ES 1,60

TS 1,60, MS 1,60, SPS 1,60

40m, 3,58 T.

CERTIFICATE WRITTEN

Noted
for
Header

LR

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Lloyd's Register

008773-008777-00191/3

TABLE 1

Docking, Completion of S.S. and Damage				
PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR 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. "	-	-
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams	-	-
Hatchways, Covers, closing and securing appliances	Yes	No. 4 O.F. P. & S. }	Yes	Yes (No. 6 P. & S.) only
Ventilator coamings, skylights, companionways and closing appliances	Yes	No. 6 O.F. S. }		
		No. 7 O.F. P. & S. }		
Holds	Yes	Fresh Water Tanks	-	Yes
		Side Tank P. & S. }	-	Yes
		Aft Tanks	-	Yes
		Deep Tanks P. & S.	Yes	Yes
Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	-	-
			-	-
Fore Peak Spaces	-	Side Tanks	-	Yes
After " "	-	Wing Tanks	-	-
Engine Space	-	Other Tanks	-	-
Boiler "	-	Lub. Oil Dr. Tk.	Yes	-
Under Engines and Boilers	-	Cargo Tanks (Tankers)	-	-
			-	-
Tunnel and Well	-		-	-
Coal Bunkers	-	Cofferdams	-	-
Chain Locker	Yes		-	-
Other Spaces	-	Pump Rooms	-	-
			-	-
		Have Tanks now Examined been Cleaned as Necessary?	Yes	-
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	-
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	-

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? No

Has a Load Line Survey been held? Yes If so, state which Annual (Japanese Government)

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	Good
" " in way of side scuttles	Not Exd.	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 and closing appliances	Good	Condition, how ascertained (State if wedges removed)	Good
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	-	EQUIPMENT	
Frames	Good	Ash Shoots	-	Equipment Letter	4 2 1/16" SQ
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition Good
Longitudinals	-	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good	" length 270 fms mean diam.	2"
Floors	Good	Windlass examined and found	Good	" Rule Length 270 fms Size	2" SQ
Keelsons	Good	Pumps " " "	Good	Hawsers and Warps	Sufficient
Stringers	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.	Yes
Inner Bottom Plating	Good				
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

S.R.L. Appendix:—Indents in shell plates G15 and 16 (s.s.f.) examined at this time and found to remain efficient

REMARKS, REPAIRS, Etc. (Contd.)

Now Done for Completion of Special Survey:

Internally Exd: No. 4 oil fuel double bottom tanks port and starboard internally examined and found good.

No. 6 oil fuel double bottom tank starboard internally examined and found good.

No. 7 oil fuel double bottom port and starboard internally examined and found good.

Lub. oil drain tank internally examined and found good.

Tested: No. 6 oil fuel double bottom tanks port and starboard tested and found tight.

After fresh water tank (above tunnel recess) tested and found tight.

Deep tanks port and starboard at fore-end of No. 4 Hold tested and found tight.

Side fresh water tanks, port and starboard in way of boiler room tested and found tight.

Continued/...

Survey Fee Compl. 55 \$81,000.- Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 15,000. Date when A/c. Rendered FEB - 9 1960

Travelling Expenses (if charged) 8,500.-

Rpt.

Port of

KOBE

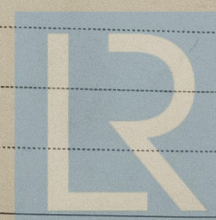
Continuation of Report/No. 7421 dated 5th Feb., 1960 on the

S.S. "HIKOSAN MARU"

Examination of Masts and rigging carried out at this time. (See attached report 14.)

Repairs Wear and Tear:—

1. Fore peak bulkhead on port side found fractured at toe of 2nd stringer, fractured part cropped and new plate fitted also pad fitted under toe of stringer bracket, on completion, tank tested and found tight.
2. Deep tank starboard (at fore end No. 4 Hold) thirteen (13) brackets on bulkhead stiffeners to tank top, found wasted now renewed.
Deep tank port:— Eleven (11) stiffener brackets to deep tank top found wasted, now renewed.
3. No. 3 Hatch coaming upper deck indented now faired in place.
4. Minor deck repairs effected at this time.



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To be securely attached to

No. 7421

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

CHAIN CABLES													
Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable			Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent	
	Length	Diam.	Statutory	Breaking	Supplied	Rule			Length				Diam.
						Cwts. or	qrs. Kilogs	lbs.					
	XXX Metres	XXX Ins.	XXX Tons or Kilogs	XXX Tons or Kilogs	XXX X Kilogs								
Y-15213	25.58	2 1/16	107.1	149.9	1666	-	-	-	-	-	Flash welded special steel stud link	Tokyo Chain Works, Co., Ltd.	Tokyo Chain Works Co., Ltd. 29-11-59 T. Nomura

H. McLean

257 T.

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