

Rpt. 8.

(Received at London Office 20 JAN 1956)

No. 3266

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th Jan., 1956. When handed in at Local Office JAN 13, 1956. Port of KOBE
No. in Reg. Book Survey held at Mukaishima Date, First Survey 5th Dec., Last Survey 14th Dec., 1955
(No. of Visits 7)
13098 on the ~~Wooden~~ Iron or Steel S.S. "HIKOSAN MARU"

TONNAGE: — Built at Yokosuka By whom Uruga Dock Co., Ltd. When 1951 MONTH 11
GROSS 6363 Owners Nakano Kisen K.K., Owners' Address —
(if not already recorded in Appendix to Register Book)
UNDER DK. — Managers Hitachi, Port belonging to Tokyo
NET 3637

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Mukaishima Destined Voyage —
Cell D B or D B a feet: u E & 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. 2755 Port KOBE

Periodical Surveys, when held, must be reported in detail and seriatim 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. Owner stated not required Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE FOR Special Survey A, due 11,55, ship 4 years old, and damage stated to have been caused by:

- (1) Contact with wharf at Yokohama on 25/11/55; damages situated on stem and upper side shell P. & S.
- (2) Grounding at Niigata Harbour on 18/10/55; damage situated on flat of bottom in way of No. 1 D.B. Tank
- (3) Grounding at New Port, North America on 13/9/54; damaged situated on bottom plating in way of No. 7 D.B. tank.

NOW DONE:— Ship placed in drydock, bottom sides and rudder (lifted), cleaned, examined and recoated.

Ship undocked 10-12-55.

EXAMINED:— The holds, 'tween decks, peaks, engine and boiler spaces cleared, ceiling removed as required. Steelwork examined throughout, scaled and coated as necessary. All double bottom tanks, fore and aft peak tanks, tunnel wing tanks, aft F.W. tank and deep tanks were examined and tested in accordance with the Rules. (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 ...	5 & 2 pt.	6 pt.						Beam knees
Removed and Fair'd or Repaired	—	—						4
Fair'd or Repaired in place ..	3	4						

PRESENT CONDITION OF THE					
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	-
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Not exd.
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good
" " in way of sidelights	Good	Windlass	Good	Hatches	Good
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	Yes	Caulking	
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails	
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	
Floors	Part Exd. Good	Have the Tanks been examined internally?	Yes	Transoms, Pointers & Crutches	
Keelsons	-	Have the Tanks been tested?	Yes	Timbers of Frame at openings	
Stringers	-			" " at other places	
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	Part exd.			Saling	
Have the Tanks been tested?	Yes			State if examined	
				</	

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, is eligible in my opinion to remain as now classed with fresh record of docking 12,55 and to have the Notation S.S. Mukaishima 12,55.

Survey Fee (per Section 23)	£ 110.000	Fees applied for, JAN 13, 1956
Special Damage or Repair Fee (if any) (per Section 23)	£ 10.000	Received by me, 19
Travelling Expenses (if chargeable)	£ 4.000	
Second Surveyor's Fee (if any)	£	

Committee's Minute

THURSDAY - 2 FEB 1956

Character Assigned

12.55 Koh. (with endorsement H)
SS Kobe 12.55 + LMC 12.55
SPS 12.55
CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008773-08777-0024

REPAIRS: Damage:- (Plates numbered from aft).

(2) 1170 rivets in keel and A strake seams, Frs. 135-150 renewed.

(3) Keel plate No. 2 renewed, No. 3 partly renewed; A-4 s.s. renewed.

On completion, the above repairs were examined and tested and found satisfactory.

WEAR AND TEAR:-

No. 1 Tw. dks: 10 deck plates faired in place; 3 pillars renewed.

No.1 Hold: pads fitted at toes of stringer end brackets.

No. 2 Tw. dks: 3 pillars renewed.

No.2 Tw. dks: 3 pillars renewed.
No.2 Hold: 5 stiffeners and 2 stiffener bottom brackets on aft bulkhead
faired in place; 3 frames faired in place; 1 pillar faired
in place.

No.3 Hold: 2 frames faired in place.

No.3 Hold: 2 frames faired in place.
1 stiffener on aft bulkhead faired in place.

No. 4 Hold: 2 frames faired in place.

No.4 Hold: 2 frames faired in place.
No.5 Tw.dks: 3 frames, 3 beam knees and 2 beams faired in place.
10 deck plates faired in place.

Anchor and joining shackles overhauled and adjusted.

Lignum-vitae bush of bottom gudgeon of sternframe renewed.

Lifeboat davits overhauled.

Chain locker hand pump overhauled.

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

ANCHORS.

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

CHAIN CABLES.

Numerous additional W. & T. repairs of a more minor nature were carried out and with the above were to the satisfaction of the undersigned.

Deferred: "Indents in shell plates G15, G16 s.s.f."
"Minor indentations in 2nd and 3rd strakes p.s. below
sheer strake in way of Nos. 1 & 2 holds."

Interim Certificate No.B-27843 issued - copy attached.