

14 DEC 1953

No. 1144

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of YOKOHAMA
 No. in Reg. Book 12968 Survey held at YOKOSUKA Date, First Survey 10th Oct., Last Survey 15th November 19 53
 on the ~~Wood, Iron or Steel~~ S.S. "HIKOSAN MARU" (No. of Visits 9)

TONNAGE: — Built at Yokosuka By whom Uraga Dock Co., Ltd. When YEAR 1951 MONTH 11
 GROSS 6363 Owners Nakano Kisen K.K. Owners' Address
 UNDER DK 5620 Managers — Port belonging to Tokyo
 NET 3637

Surveyed Afloat or in Dry Dock? Both Name of Dock Uraga Dock Co., Ltd. Destined Voyage
 Cell/Dor/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. 10371 Port YKA

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 replacements 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 Docking and Condition

Docking - Now Done: Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated (Rudder lifted for renewing stock) Anchors and cables ranged and examined.

The holds, weather decks, hatchways and closing appliances, ventilators, casings and superstructure bulkheads, steering gear (Main & Aux.) windlass and equipment generally examined and found or placed in good condition. (Vessel undocked on the 12th November 1953)

Rudder - Found :- Rudder stock fractured at fore side 320 m.m. 140 m.m. & 70 m.m. long respectively (Please see attached photographs and Blue print)

Now Done :- Rudder stock renewed with cast steel stock (Copy of certificate attached)

Rudder lifted and removed and alignment checked, coupling palm of rudder machined coupling bolts renewed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ..								

P.T.O.

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. —	When fitted, Month Year
Coamings Good	Cement or Asphalt. Not exd.	Oil Bunkers Not exd.	Boats Good
Beams & Fastenings Good	Rudder See Rpt.	Scuppers Good	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 at 2 1/16"
Frames Good	Have pumps been examined and found efficient? No	Planking	Anchors, No. of 3B & 1S
Reverse Frames Good	Have Sluice Valves been examined and found efficient? No	Caulking	Cables (State if now ranged) Yes
Longitudinals —	Have Watertight Doors been examined and found efficient? No	Treenails	" length 270 mean diamr. 51 mm (SS) (on board.)
Transverses —	Have Ventilators and their Coamings been examined and found efficient? Good	Breasthooks & Stemson	" Rule length 270 size 2 5/16
Floors Good	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	Chain Locker not exd.
Keelsons —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings	Hawser & Warps Sufficient
Stringers Good		" " at other places	Standing and Running Rigging Good
Inner Bottom Plating Good		Stringers, Clamps & Shelves	Sails —
Have the Tanks been examined internally? See Rpt.		Splining State if examined	
Have the Tanks been tested? —			

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 vessel, so far as now seen, is eligible in our opinion to remain as classed with fresh record of docking 11.53.

Survey Fee (per Section 23)	¥15,000.00	Fees applied for, DEC. 7, 1953
Special Damage or Repair Fee (if any) (per Sec. 23)	¥50,000.00	Received by me, 19
Travelling Expenses (if chargeable)	¥ 3,600.00	
Special Attendance Second Surveyor's Fee (if any)	¥ 8,000.00	

Committee's Minute THURSDAY - 7 JAN 1954
 Character Assigned 11.53 YKA, without spl. condition (with endorsement)
 5.11.53 BS 11.53

Surveyors to Lloyd's Register of Shipping

Lloyd's Register Foundation
 008773-008777-0034

On completion steering gear tested, and rudder swung whilst vessel afloat and main engine running.

Bottom Shell in way of No.3 Hold & Machinery Space - Found :- A,B,C & D strakes on port and starboard sides set up between floors with a maximum of 12 m.m. in way of Fr. Nos. 88-9 at A strake on port side.

Now Done :- The bottom shell plating now faired in place above 8 m.m. deep and Extra bottom stiffening 150 m.m. x 90 m.m. x 12 m.m. I.O.A. on A,B,C & D strakes now fitted between floors on port and starboard sides as follows : (Please see attached plans)

"A" strake Fr. No. 53-63 (P & S), Fr. No. 60-106 (P.S.) & Fr. No. 71-106 (S.S.)

"B" strake Fr. No. 49-60 (P & S) & Fr. No. 69-102 (P & S)

"C" strake Fr. No. 49-58 (P & S), Fr. No. 49-102 (P.S.) & Fr. No. 63-102 (S.S.)

"D" strake Fr. No. 49-58 (P & S), & Fr. No. 70-106 (P & S)

Bridge deck plating in way of No.3 Hatch - Found :- On examination the deck plating was found to be corrugated between beams in Frame Spaces 88/89, 89/90, 93/94 Port and Starboard to a max. 20 m.m. in way of Fr. 89-90 on starboard side.

Now done :- The deck plating now faired in place and extra deck stiffening 200 m.m. x 10 m.m. Bulb plate now fitted between beams on port and starboard sides as per attached plan.

Bulkhead between A.P. Tank and F.W. Tank (Fr. No.9) - Found :- Bulkhead plate at top and bottom of lower wash plate in A.P. Tank found fractured 140 m.m. each and welded part of the wash plate connecting angle to bulkhead found fractured and bulkhead plate slightly buckled.

Now done :- Fractures veed out and welded and by Owners' request small doublers fitted, buckled bulkhead plating now faired and wash plate connecting angle to bulkhead rewelded to bulkhead

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 an 1st, 2nd, or 3rd bower.

† If Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

by continuous welding.

On completion of the above repairs the A.P. tank pressure tested and found satisfactory.

Interim Certificate issued - copy attached

Encls: Photograph (2)

Blue Print