

MAY 1954

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th April 1954 When handed in at Local Office APR. 16, 1954 Port of YOKOHAMA
No. in Reg. Book 16694 Survey held at Yokohama Date, First Survey 9th Feb. 54 Last Survey 10th April 1954
on the Wood, Iron or Steel S.S. "KYOHU MARU" (No. of Visits 18)

TONNAGE :-
GROSS 6891
UNDER DECK 6552
NET 4957

Built at Newcastle

By whom Nthmblnd S.B. Co.(1927), Ltd.

When 1928 MONTH 9

Owners Nichiro Gyogyo K.K.

Owners' Address No.2-2 Marunouchi, Chiyoda-ku, Tokyo,

(If not already recorded in Appendix to Register Book)

Port belonging to Tokyo

Managers -

Surveyed Afloat or in Dry Dock? Both

Name of Dock Nos. 1 & 3 Yokohama Docks

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. 235 Port Skm SMK

Periodical Surveys, when held must be reported in detail and serially 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 repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form dates and initials of any letters respecting this case.

where the Surveyor has not made a special damage report, he is required to state whether services for this purpose and to whom and why they were declined.

(Rpt.10) Damage Reports Attached.

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

OR EXAMINATION AS PER RULE FOR Condition; Dkg; Alteration; Damage; & W & T Repairs and Port SS, etc.

Working (Now Done):- Vessel placed in dry dock, bottom & rudder cleaned, examined and recoated, Anchors and chains ranged.

Generally examined decks, casings, hatchways, closing appliances, vents, steering gear, windlass & general equipment and all found or placed in good condition.

Rudder lifted. (Vessel undocked on 30th March 1954)

REPAIRS (WEAR & TEAR) (NOW DONE):-

Chain locker ceiling removed, cleaned & placed in order.

Anchor & Cables ranged, all joining shackle pins overhauled; & cables ganged.

Rudder converted from single plate type by fitting diaphragm plates to the existing plate & enclosing P.T.O.

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
newed ...								
moved and Faird or Repaired								
ed or Repaired in place								

CONDITION OF THE

Good

of Decks

Fastenings

Plating

in way of sidelights

Good

Frames

dinals

rises

Good

is

rs

Bottom Plating

he Tanks been examined internally?

he Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found

efficient?

Have Sea Valves been examined and found

efficient?

Have Watertight Doors been examined and

found efficient?

Have Ventilators and their Coamings been

examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Good

Both

Good

"

"

"

"

Yes.

Yes.

Yes.

Yes.

Yes.

Yes.

Good

"

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

State if examined

Good

"

Good

"

"

"

"

"

"

"

"

"

"

"

"

"

Copper, or Y.M.

(State if on Felt)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length 270 mean diamr. 2 1/4"

(on board)

Rule length 270 size 2 5/16"

Chain Locker

Hawsers & Warps stated complete

Standing and Running Rigging

Sails

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 in good & efficient condition and eligible in our opinion to remain as classed with fresh record of Docking Survey 3,54, subject to shell rivets (wasted) in way of F. Peak; & to plating (wasted) of A. Peak bulkhead, being examined and dealt with as necessary at S.S.

Key Fee (per Section 23) Dkg. ¥ 15,000.00
Port SS. ¥ 40,000.00
Special Damage or Repair Fee (if any) \$: :
Alterations & Repairs (per Sec. 23) ¥ 70,000.00
Travelling Expenses (if chargeable) \$: :
Special Attendance ¥ 16,000.00
Second Surveyor's Fee (if any) ¥ 5,000.00

Fees applied for,

16/4/1954

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUESDAY 6 JUL 1954

3.5+ Yka, Subject

BS 4.54

Fitted for oil fuel 4.54 Flabore 150°F

Sheet No. 2

- S.S. "KYOHU MARU" No. 1330

- (22) Other minor repairs also effected at this time.

Subjects of Class:-

F. Peak Shell Rivets: Ford seam shell rivets noted to be wasted at P. & S./altho' efficient meantime. ^{sides,}
After Peak bulkhead was now drill tested all over & ^{became nothing}

After Peak bulkhead was now drill tested all over, & it was noted that the lower strakes P. & S., were becoming thin & wasted, although being quite efficient meantime.

It was recommended in these circumstances that the F. Peak shell rivets & Aft Peak lower bulkhead plating be examined & dealt with at SS.

Now Done for Part Special Survey:-

Examined internally and tested:-
Nos. 3, 5, & 6, (Oil Fuel) D.B. Tanks. (P. & S.).
P. & S. Ford & After Deep Tanks.
Settling Tanks (P. & S.).
All cofferdams.
Rudder (lifted).
Anchors & chain cables (ranged).
Upper (main) deck (drilled throughout).
Steering gear & Telemotor system (newly installed).

Damage Reports Nos. 172 A & D-180 were issued at request of previous Owners (copies attached), Kyoritsu Kisen K.K. The former report dealt with the cause of the rudder pintles having
ive clearance; whilst the latter was in connection with bilge keel damage.
At the dry docking, with the

- Damage Reports Nos. 172 A & D-180 were issued at request of previous Owners (copies attached), Messrs. Kyoritsu Kisen K.K. The former report dealt with the cause of the rudder pintles having excessive clearance; whilst the latter was in connection with bilge keel damage. At the dry docking, with the prospective new Owners in attendance, the rudder was recommended to be lifted for further examination on account of excessive clearance of the pintles & gudgeon bushes, due to wear and tear. The undersigned upon examination.

- FOUND

- Rudder.

- RECOMMENDED

- (1) All four ordinary pintles badly wasted in way of taper parts, whilst locking pintle also wasted & worn excessively.

- (1) To renew the four ordinary pintles & the locking pintle.

- (2) To renew all 5 lignum vitae gudgeon bushes.

(3) To re-machine the taper parts of all 4 ordinary pintle gudgeons; & to build up with electric welding the locking pintle gudgeon & to then machine the latter.

- (4) (a) To check for alignment on surface table.
(b) To remove upper stock, fire, & fair, to tank up athwartship discrepancy; &
(c) To re-machine palm face of upper stock to true alignment in fore & aft direction.
- (5) To machine upper stock in way of upper bearing
- (6) To renew bush.
- (7) To fire & fair in place.

These recommended repairs were now efficiently dealt with.

Damage stated to have been sustained to bilge keels, the cause, place, time, & date stated unknown.
Upon examination the undersigned

FOUND

- Bilge Keels:

- (1) To crop & part renew bilge keel for about 33' x 10" x 7/16 bulb plate; & fit butt straps at the ford & after butt joints.
- (2) To fire & fair in place bilge keel at the two affected parts.

- (2) To fire & fair in place bilge keel at the two affected parts.

- (3) To fire & fair in place the Stbd. bilge keel at the six buckled areas as indicated opposite.

The above recommendations were now efficiently carried out.

Alterations:- The following alterations were carried out at this time in accordance with approved plans & the Rules.

- (1) Orlop steel deck now installed in No.1 Hold with same hatch opening as existing hatch openings on main & shelter deck.
- (2) Removed coal pockets and coal shoots at existing cross bunker (frs. Nos. 96 to 103), and this space converted into Four Deep Tanks with new centre longitudinal bulkhead. (Fwd. P. & S. Deep Tanks are to be used either for fuel oil tanks, or cargo spaces), and longitudinal W.T. pipe tunnel installed abreast these P. & S. Deep Tanks, at S. side and heating coils installed in the four Deep Tanks.
- (3) P. & S. Settling Tanks installed in Aft. P. & S. Deep Tanks at upper after corners.
- (4) The previous transverse bulkhead at fr. No.116 and coal hatches were removed & openings plated over. The No.3 hatch coaming removed & plated over, and new 3m x 3m hatch openings, with O.T. steel hatch covers fitted to P. & S. Fwd Deep Tanks.
- (5) Fore & Aft Peak and Nos. 1, & 2, D.B. Tanks altered into fresh water or ballast tanks.
- (6) Dry Tank altered into Feed water Tank (frs. No.86/96).
- (7) Three cofferdams newly installed between Nos. 2, & 3 D.B. Tanks (frs. Nos.112/123); between No.3 D.B. Tank and new Feed Water Tank, (frs. Nos. 94/96); and between Nos. 4, & 5, D.B. Tanks (frs. Nos. 74/75).
- (8) No.3 D.B. Tank altered into F.O. tank, and Nos. 5, & 6, D.B. Tanks altered into F.O. or ballast tanks; and heating coils newly installed in these three tanks.
- (9) Hand rails on upper deck removed and installed new bulwarks.
- (10) Existing Boat Deck space in way of frs.No.85/111 now extended to ship's sides, and new Deck House installed under this extended boat deck. Consequently derrick parts and winches on shelter deck in way, were now removed to new boat deck.
- (11) Side Bunkers, Coal & ash Shoots & etc. in way of both sides of engine & boiler spaces now removed and blanked off.
- (12) Tonnage Opening was permanently closed and Steering Engine Room newly installed in this space.
- (13) Poop Deck Space now extended to the extreme ship's sides (P. & S.) and life boat davits & life boats accommodated on same.
- (14) Steering Engine now moved to newly installed Steering Engine Compt. and system altered to telemotor type.
- (15) Echo sounder now fitted in the cofferdam between Nos. 2, & 3, D.B. Tanks (frs. Nos.122/123).
- (16) Existing tunnel escape trunk removed; and new escape trunk (800 mm x 800 mm x 12,000 mm) installed between frs. Nos. 12/13 (S.S.).
- (17) Sounding pipes for No.1 hold bilge (P & S) and Nos. 1, 5, & 6, D.B. tanks now extended 300 mm above upper deck.
- (18) Ten Scupper pipes, with two-5" & eight-6" geared non-return valves on upper deck and ten-6" scupper pipes on shelter deck, newly fitted.
- (19) Two steel doors at fore & aft mast houses converted to W.T. doors.
- (20) F/P Tank, 2" air pipe, newly fitted.

On completion of above alterations these examined, & tested where applicable and all found satisfactory.

The Fish Processing, Canning and Fish Salting Facilities etc. were fitted at this time on shelter and main deck.

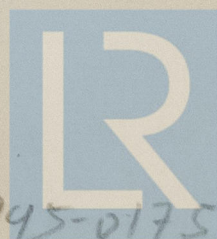
Change of Ownership:-

Name	"KYOHU MARU"
New Owner	NICHIRO GYOGYO KABUSHIKI KAISHA.
Port of Registry	TOKYO.
Signal Letter	JAWR.
Official No.	67466
Gross Tonnage	7080.07
Net Tonnage	5177.04

Interim Certificate issued - copy attached.

Side Scuttles:

A number of 10" openings for side scuttles, have now been cut in the sheer-strake plate at P. & S. sides, several inches under the main deck; whilst the previous side scuttle ports in strake 1st below sheer, at f'cle, midships, & poop (P. & S.), have now been blanked off.



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Lloyd's Register
Foundation

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