

Rpt. 8

Port Yokohama No. 3483  
Date of writing Report 1st Dec. 1960 When handed in at Local Office 7th December 1960 Received London 19 DEC. 1960  
Survey held at Yokohama No. of Visits 14 First Date 6th Oct. 1960 Last Date 28th Oct. 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. (New Ent No. 4) 91809 S.S. KYOKUYO MARU No. III (Ex BALAENA) Tons gross 15303  
on the Iron or Steel MS Built at Belfast By Whom Harland & Wolff Ltd. When 1946 Month 9  
Owners Kyokuyo Hogei K.K. Owners' address (If not already in R.B.)  
Managers Yokohama Shipyard & Engine Works Port of Registry Tokyo  
Surveyed Afloat or in Drydock Both Name of Dock Mitsubishi Nippon Heavy Industries Ltd Date of last examn. in Drydock 21st Oct. 1960

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

Last Report: No. 9877 Port Han  
To be filled in at Head Office.

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. See also  
Yokohama to London letter dated 19/10/60.

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 on behalf of

Messrs. Cornes & Co. Ltd. for A/S TONSBERG

SJOFORSIKRINGSSKAP. (See Report 10 attached)

Was a damage report made by anyone else? If so, by whom? No not for outstanding.

Damage sustained prior to the 15th August 1960.

SHIP'S CLASS  
Date of Special and of Drydocking Surveys, etc.

Machinery

<u>100 A1</u>	<u>LMC</u>
<u>With Freeboard</u>	<u>Lloyd's RMC</u>
<u>Whaling purposes or Oil Tanker</u>	<u>E 7.58</u>
<u>F.P. above 150 F</u>	<u>BSN (pf &amp; sf) 9.56</u>
<u>SS 10.58</u>	<u>BSM 8.59</u>
<u>9.59</u>	<u>Pr 8.59 TSCL(p 9.56)(s 9.59)</u>
	<u>SPS 10.56</u>
	<u>Not verified</u>

EXAMINATION AND REPAIRS AS PER RULE FOR

DOCKING & DAMAGE

(Vessel undocked on the 24th October 1960)

This vessel was examined externally in dry dock on the 6th October 1960 for the purpose of Docking survey only. It was stated by the Owners Superintendent that they intended to carry out all outstanding damage repairs which were noted in dry dock at the time the vessel was purchased in Hamburg on the 15th August 1960 and consequently the vessel would be withdrawn from class as confirmed in the Owners letter to Yokohama Surveyors dated 12th October 1960.

Outstanding Conditions of class:

No. 2 Centre tanks to be tested before use as tanks. Nothing done at this time.

Fractured Pallister bearing previously noted against the vessels class to be specially examined now removed cleaned and examined and remains efficient. To which the Owners Superintendent agreed.

Shell plating etc. at Starboard Quarter aft and Port side of accommodation aft and electricians workshop also tank leakages previously noted against the vessels class to be dealt with on the ships arrival at Japan but not later than the end of October 1960 (See also Hamburg Interim Certificate dated August 1960) now permanently repaired as stated in the following damage repairs and it is submitted that this item may now be deleted.

No opportunity was given to examine tank top plating (SS) as previously noted in the appendix to the special reasons list.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1 & 8 pt.	7 pt.	-	-	-	1 pt.	1 pt.	For other items
Removed and Fair'd or Repaired	-	13 pt.	-	-	-	-	-	please see Report.
Fair'd or Repaired in place	4	4	-	-	-	-	-	

Has a Survey also been held on machinery of the Ship? Yes  
If so, is the Report sent now, or when will it be sent? Now

Is Classification Certificate required? If so, to be sent to No  
Has Interim Certificate been issued? No

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 report is forwarded for the information of the committee.

M. Donaldson  
Surveyor to Lloyd's Register of Shipping  
M. DONALDSON

Date of Committee

Minute

40m, 3.58 T.

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Lloyd's Register

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING & DAMAGE 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	No	No
Rudder lifted (Removed and replaced at Owners request; no repairs effected)	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.R. Tanks (Indicate Oil Fuel and Cofferdams)	No	See Report
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No	No
(But not including Ventilator closing appliances)	No	Deep Tanks	No	No
Holds		Oil Fuel Bunkers and Settling Tanks	No	See Report
"Tween Decks	No			
		Side Tanks	-	-
Fore Peak Spaces	No	Wing Tanks	-	-
After " "	No	Other Tanks	-	-
Engine Space	No			
Boiler	No	Cargo Tanks (Tankers)	No	Nos. 1, 2, 3, 4, 5, 6, 7, 8 & 9 P & S Wing
Under Engines and Boilers	No			Cargo Tanks for damage.
Tunnel and Well	No	Cofferdams	No	No
Coal Bunkers	None			
Chain Locker	No	Pump Rooms	No	No
Other Spaces	Part examined accommodation spaces in way of Damage Repairs only.			
		Have Tanks now Examined been Cleaned as Necessary?	-	-
		Have Struts in Cargo Tanks (of Tankers) been removed?	No	-
		Have Tanks been Retested as necessary after completion of any Repairs?	No	No

Have the spaces now surveyed been cleared and cleaned as necessary? Yes (In way of Damage only)

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? No

Has steelwork had rust removed and afterwards been recoated as necessary? 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. None

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report. None

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	Not Exd.	Sluice Valves examined and found	Not Exd.
" " in way of side scuttles	Part Exd. Good	Cement or Asphalt	Not Exd.	Air and Sounding Pipes	Above Deck Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Exd.
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	Not Exd.	Condition, how ascertained (State if wedges removed)	From Deck None
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Part Exd. Good	Shell Openings	Good	EQUIPMENT	
Frames	Part Exd. Good	Ash Shoots	None	Equipment Letter	1 + 3 1/8"
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of	3 B. 1 S Condition Good
Longitudinals	Not Exd.	Freeing ports & open rails	Good	Cables (State if now ranged and examined)	No
Transverses	Not Exd.	Steering Gear (Main and Auxiliary)	Good	" length (on board)	Not Ranged.
Floors	Not Exd.	examined and found	Good	" Rule Length	330 fms. Size 3 1/8"
Keelsons	Not Exd.	Windlass examined and found	Good	Hawseers and Warps	Good
Stringers	Not Exd.	Pumps	Not Exd.	State if any Anchors or Chain Cable have	} No
Inner Bottom Plating	Not Exd.	W.T. Doors	Not Exd.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Part Exd. Good			complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.) After Keel plates indented and previously noted in the appendix to the special reasons list now examined and remain efficient.

#### Damage

The following damage repairs have been effected in accordance with the Lloyd's Agents damage report Hamburg dated 30th August 1960 and Lloyd's Register damage report Oslo dated 10th August 1960.

- 1) Encountering heavy weather on various dates between the 9th November 1959 and the 12th May 1960. (Wing tank leakages etc. in Nos. 1 to 9 Tanks P & S)  
(See also Machinery Report 9)

Cont'd Sheet No. 2

Survey Fee Dkg. ¥ 15,000 (Owners)

D-626 & 7

Special Damage & Repair Fee (if any) ¥ 100,000 (Cornes)

Late attendance Fee ¥ 9,000 (Cornes)

Travelling Expenses (if chargeable) ¥ 500 (Owners)

¥ 4,000 (Cornes)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

DEC. 9, 1960

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Port of

Yokohama

Continuation of Report No. 3483

Hdtd/

Sheet No. 2

19 DEC. 1960

- 2) Contact with chaser "SETTER V" on the 22nd December 1959.  
(Shell plating etc. on Starboard Quarter aft)
- 3) Contact with the motor tanker "HECTOR HERON" on the 18th January 1960, 4th February 1960, 21st February 1960 and the 4th March 1960.  
(Shell plating Port side aft in way of accommodation and electricians workshop)
- 4) Vessel encountering heavy weather in the whaling grounds on the 25th February 1960.  
(Leakage into No. 4 Port centre top tank)

#### Now Done for Damage:

Vessel placed in dry dock shell plating, stern frame and rudder cleaned examined and recoated for damage (1)

#### Repairs now done for damage

(Plates numbered from aft "O" strake Main Sheer)

- 1) Numbers 1, 2, 3, 4, 5, 6, 7, 8 & 9 Wing cargo tanks port and starboard and Skidway tank port and starboard tested and the following repairs carried out.

#### Shell rivets:

18 Port and 27 Starboard started rivets renewed.

39 Port and 67 Starboard leaky rivets made good by caulking.

15 Port and 18 Starboard leaky rivets scattered in tank bulkheads made good by caulking.

10 Started rivets on Tank top of No. 3 Starboard wing tank renewed.

11 Started rivets on Tank top of No. 8 Starboard wing tank renewed and 15 leaky rivets made good by caulking.

Fracture in longitudinal Bulkhead between No. 6 Starboard wing tank and No. 6 Starboard centre tank veed out and made good by electric welding.

- 2) Shell: Starboard 02 & 3 both part cropped and renewed in one plate. (1)

Frames: Starboard 1 in number part renewed. (1 Ft)

Starboard 3 in number part removed faired and replaced. (3 Ft)

Beam Knees: Starboard 3 in number renewed. (3)

Boat Deck Curtain plate Starboard part renewed.

- 3) Shell: Port 06, 07, 08, N7, N8, M7 Part renewed. (6 Ft)

Port N8 & 9 Part renewed. (2 Ft)

Port M8, N6, 09 (N8 remaining portion) faired in place. (4)

Frames: Port 4 in number Part renewed. (4 Ft)

Port 10 in number part removed faired and replaced. (10 Ft)

Port 4 in number Faired in place. (4)

Beams: Port 1 in number Part renewed. (1 Ft)

Beam Knees: Port 1 in number Renewed. (1)

Port 3 in number removed faired and replaced. (3)

Upper Flat Stringer Plates: Port 1 in number part renewed. (1 Ft)

Flensing Deck Stringer angles: Port 1 in number faired in place. (1)

#### Transverse Bulkhead Wing Plates:

Port 1 in number part removed faired and replaced together with shell connection angle in way.

Port 1 in number faired in place together with shell connection angle in way part removed faired and replaced.

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Flensing Deck Handrails: Two Sections removed faired and replaced.

Flensing Deck Handrail stanchions: 1 in number removed faired and replaced.

- 4) One leaking cargo line valve control rod gland on tank top of No.4 Port centre tank (lower tank) hardened up.

On completion of the above damage repairs, Engine Room Double bottom Feed water tank tested (See also Machinery Report 9) Port side Diesel Tank tested, Shell and deck plating hose tested as necessary and repairs considered satisfactory. Structure recoated as necessary.

Separation of Damage Fee 1)

2)

3)

4)

During the course of carrying out external examination of vessel in dry dock it was observed that some fairly extensive damage had been sustained to keel and bottom plating forward which was stated by the Owners Superintendent to have been sustained when the vessel grounded on the 1st September 1960 in the Suez Canal. The extent of which was as follows:

Keel No.20, Starboard B20,21,C20,21,D22,23,E19,20,21,F21,22,23,G22,C19,22,G21,23,D1, Port B21, C21,E18,19,F22,B20,C22,E20,F23,C22, in view of the fact that this vessel was not to be retained in Lloyd's Classification and the Owners Superintendents statement that this was not a liability of the London Salvage Association. Part permanent repairs were carried out under the Survey of N.K. Surveyors into which classification the vessel has now transferred.

*M. Donaldson*