

Rpt. 8

Port SHIMONOSEKI.

No. 2036

Date of writing Report 20/8/1962.

When handed in at Local Office

Received London

Survey held at Shimonoseki

No. of Visits 7

First Date 5, July, 1962

Last Date 13, July, 1962.

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.

33408

on the Iron or Steel M.S.

"TAMON MARU"

Tons gross 7714

Year 1954

Month 6

Built at Yokosuka,

By Whom Uraga Dock Co. Ltd.

When 1954

Owners Hachiuma Kisen K.K.

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

Managers

Port of Registry Nishinomiya

Surveyed Afloat or in Drydock Both

Name of Dock MITSUBISHI SHIMONOSEKI WORKS.

Date of last examn. in Drydock 10-7-62

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

Last Report: No. 343
To be filled in at Head Office.

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

LMC NK

SS 5/58

ES CS 5/58

DS 5/61

BS A 5/61

TS CL 5/60

SPS 5/58

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, To owners.

Freeboard as marked on ship and now verified 7 ft 7½ ins

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

None.

EXAMINATION AND REPAIRS AS PER RULE FOR Drydocking, Special Survey (B) and damage,

stated to have been caused (1) Consequent upon colliding with the M.V. "BETTY K" while the "TAMON MARU" lay moored at Pier No.1 Municipal Docks, Miami, Florida, on the 3rd July, 1961.

(2) Striking Pier at Cristobal on the 26th Nov., 1961. (3) Striking No.33 Pier at Mazaltun on the 2nd August, 1961. (4) Contact with tug boat ATLAS at Galveston on the 19th December, 1961. (5) Touching aground at Port St. Joe on the 18th December, 1961. For further particulars please see Log-books.

Damage Report for Damage (1) only issued at the request of the owners. (Copy of Damage Rpt.D-12603 attached).

Now Done as S.S.:-

All the Rules requirements have now been complied with except the below.

To Complete S.S.:-

No.5 D.B.T. (p & s) and Centre forward F.O.T. to be examined and tested. No.6 DBT (S) to be tested.

Repair due to Damage:-

Damage (1), Rpt. D-12603.

Stern plate (L-1), cropped partly renewed and the remainder faired in place, - badly set in.

Stern plate (S-1), faired in place - set in at one place.

One frame web plate in way, cropped and partly renewed - badly buckled.

One frame in way faired in place - slightly buckled.

CONTINUATION OVER SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	Part, 1	Part, 1						
Removed and Faired or Repaired	Part, 1	Part, 1						
Faired or Repaired in place		1						

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

Yes.

Is Classification Certificate required? If so, to be sent to

Owners.

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

Now.

Has Interim Certificate been issued?

Yes, 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".

The ship, so far as now seen, is in good condition and eligible in our opinion be continued as now classed with fresh record of DS 7/62, SS 7/62 when the survey has been completed without restriction for condition of class.

Surveyor to Lloyd's Register of Shipping
Y. Hamada & K. Okada

TUESDAY 25 SEP 1962

Date of Committee

Minute

Made (S.S.)
50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)
Write Sub (in sep. S.S.)Deferred for comp. SS.
SS. 7.62 without spec. con.
ABS. 7.62

010079-010088-02061/2



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TABLE 1

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. "	Yes.	Yes.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	all Except No. 5 D.B. Tank & Centre fwd F.O. Tank, Yes.	all Except No. 5 D.B.T. Centre & Fwd F.O.T. No. 6 D.B.T. (Pt), Yes.
Hatchways, Covers, closing and securing appliances	Yes.	Fresh Water Tanks	Yes.	Yes.
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Deep Tanks	Yes.	Yes.
Holds	Yes.	Oil Fuel Bunkers and Settling Tanks	Yes.	Yes.
'Tween Decks	Yes.	Side Tanks	Yes.	Yes.
Fore Peak Spaces	Yes.	Wing Tanks	None.	-
After " "	Yes.	Other Tanks	None.	-
Engine Space	Yes.	Cargo Tanks (Tankers)		
Boiler "	Yes.	Cofferdams		
Under Engines and Boilers	Yes.	Pump Rooms		
Tunnel and Well	None.			
Coal Bunkers	Yes.			
Chain Locker	None.			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	Yes.	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Not applicable.	
		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 cement in bottom been 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?..... None.

Has a Load Line Survey been held?..... Yes. If so, state which Renewal by N.K. Surveyors.

Have the shell and deck plating been drilled as per Rule?..... No. If so, Report 8(Dr) to be attached..... No.

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

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	None.
" " in way of side scuttles	"	Cement or Asphalt	"	Air and Sounding Pipes	Good.
Rudder and Sternframe	"	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	"
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained	Rpt. 14 attached.
Coamings and Casings	"	and closing appliances	"	(State if wedges removed)	Good.
Beams and Fastenings	"	Companionways and Skylights	"	Chain Locker	
Frames	"	Shell Openings	None.	EQUIPMENT	
Reverse Frames	"	Ash Shoots	"	d + SQ	
Longitudinals	None.	Overboard Discharges and Scuppers	Good.	Equipment Letter	
Transverses	None.	Freeing ports	"	Anchors, No. of 3B IK	Condition Good.
Floors	Good.	Steering Gear (Main and Auxiliary)		Cables (State if now ranged and examined)	Ranged.
Keelsons	"	examined and found	Good.	" length 20x15 fms	mean diam. 2 3/32"
Stringers	"	Windlass examined and found	"	(on board) 20x15 fms	Size 2 3/16"
Inner Bottom Plating	"	Pumps " " "	"	" Rule Length	Sufficient.
Bulkheads and Tunnel	"	W.T. Doors " " "	"	Hawsers and Warps	
				State if any Anchors or Chain Cable have	} None.
				now been supplied or retested, if so	
				complete Report 8(Eq) and attach.	

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

REMARKS, REPAIRS, Etc. (Contd.) S.R.L. (NO. 190):-

1. "Indented shell plates H.8, 9, 10, and 17 with framing in way (port side from aft) to be specially examined and dealt with as necessary at next Special Survey.

Centre plating and framing in way to be specially examined and dealt with as necessary at next Drydocking."

All dealt with at this time as damage repair, and this matter be deleted from the list. u/

Survey Fee	SS	¥214,500
Special Damage or Repair Fee (if any)		10,000
Late Att. Fee (KO)		7,000
Travelling Expenses (if chargeable)		2,000

Second Surveyor's Fee (if any)

Date when A/c. Rendered

AUG 29 1962

LOCALLY

Foundation

" TAMON MARU "

Damage (2), Stbd in way of Nos. 2 & 3 holds.

G-14, shell plate renewed - badly indented.

Adjoining H-15, H-17 & F-15 plates faired in place - slightly indented.

Bulkhead plate (F.No.128) partly renewed - buckled.

3 - Frames in way of above removed, faired & refitted - buckled.

Sd in way of Deep Tank & Machinery space.

J-8, H-8, H-9 shell plates renewed - badly indented.

J-9, plate faired in place - slightly indented.

7 frames in way of above, partly renewed - badly buckled.

3 frames in way of above, faired in place - slightly buckled.

Damage (3), Port side in way of Deep Tank & Machinery space.

H-8, & H-9 plates renewed - badly indented.

J-8, J-9 & H-8 faired in place - slightly indented.

3 frames in way partly renewed - badly buckled.

Bulkhead (F.No.57) faired in place - slightly buckled.

Bulkhead (F.Nos.71 & 72) partly renewed and the remainder faired in place - buckled.

Damage (4), Pt side in way of Machinery space.

J-10 shell plate partly renewed - indented.

H-10 plate faired in place - slightly indented.

2- Tween deck beam knees in way, removed, faired & refitted and one faired in place - bent.

2- Frames, cropped, partly removed, faired & refitted - buckled.

Damage (5), Pt in way of No. 2 D.B. Tank.

D-9 & E-15 & 16 plates partly renewed - set in.

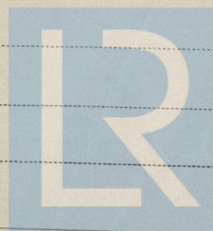
One floor (Fr.137) in way partly renewed - buckled.

Repairs tested as found necessary on completion.

Wear & tear repair:-

Minor repairs effected.

Handwritten signature: H. Chada



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