

Rpt. 8

Port Shimonoseki

No. 971

Date of writing Report 17-6-1959  
Survey held at Kasado, Japan

When handed in at Local Office  
No. of Visits 9

Received London  
First Date 1st June 1959

Last Date 12th June 1959

# 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. 61553 on the Iron or Steel ~~XXX~~ S.S. "FUKUZAN MARU" Tons gross 6889  
Built at Newcastle By Whom Armstrong Whitworth & Co., Ltd. When 1928 Month 9  
Owners Miyachi Kisen K.K. Owners' address (If not already in R.B.)  
Managers ----- Port of Registry Kobe  
Surveyed Afloat or in Drydock Name of Dock Kasado, Dockyard Date of last examn. in Drydock 5-6-1959

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

Last Report: No. 887 Port Sumit  
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.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
↓100A1	SS 2/56	↓LMC	
with freeboard		Engines	2/56
SS (Dr)	7/52	Boilers	7/58
Smk	2/56	Tailshaft CL	2/56
Docking	7/58	Steampipes	2/56

Give dates and references to any letters relating to this Report

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 Freeboard as marked on ship and now verified - ft - ins  
not required. Was a damage report made by anyone else? If so, by whom? Japanese Insurance Surveyor.

## EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Docking & Repairs.

Damage (1) stated to have been caused by striking submerged object on 15th January, 1958 in Macareo River, Venezuela.

Damage (2) stated to have been caused by striking submerged object on 3rd Dec., 1958, on passage from Massawa, Eritoria to Niigata, Japan.

Damage (3) stated to have been caused by contact with barge on 29th April, 1959 at Tanbongon, Philippine.

Now done: Ship placed in drydock.

Damage (1) Port shell plate D 12 (indented) renewed.

Damage (2) Starb'd shell plates G 15 & F 15 (indented) renewed.

Damage (3) Port shell plates F 5, F18, G6, G14 & H19 (indented) renewed.

On completion shell plates hose-tested and fore peak & No.1 & 2 D.B. tank tested in way of repairs and found satisfactory.

### Docking:

#### Wear & Tear Repairs:

Shell plates H5 (locally wasted) doubler fitted between Fr.19.5 & 22.5 at Nos.4/5 hold bulkhead (p).

Upper Deck plating inboard of stringer plates abreast No.5 hatch aft (wasted).

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	8							
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to 335 No  
If so, is the Report sent now, or when will it be sent? Now Has Interim Certificate been issued? Yes, (No. C-7482), 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".

This ship so far as now seen is in good condition and eligible in our opinion to remain as now classed with fresh record of DS 6/59, subject to No.1/2 and 2/3 hold bulkheads and tween deck plating being permanently repaired at the Special Survey due 2/60.

*T.M.G. Jobling, G.M. Kersey & A. Imaizumi*  
Surveyor to Lloyd's Register of Shipping  
T.M.G. Jobling, G.M. Kersey & A. Imaizumi.

Date of Committee

MONDAY 20 JUL 1959

Minute

DS 6.59 subject  
TS 6.59 MBS 6.59

Noted for Header



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Lloyd's Register Foundation

010294-010299-0109 1/2

TABLE 1

DRY DOCKING 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. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	Yes, No. 1 & 2 in way repairs only
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds generally	Yes	Fresh Water Tanks	None	
		Deep Tanks	No	No
Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	No	No
		Side Tanks	None	-
Fore Peak Spaces	Yes	Wing Tanks	None	-
After " "	Yes	Other Tanks	-	-
Engine Space	Yes			
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	Yes			
Tunnel and Well	None	Cofferdams	Not applicable	
Coal Bunkers	Yes	Pump Rooms		
Chain Locker				
Other Spaces				
			Have Tanks now Examined been Cleaned as Necessary?	Yes
			Have Struts in Cargo Tanks (of Tankers) been removed?	None
			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? **No**

Have the bilges been cleaned out and examined? **Yes** Has cement in bottom been examined? **No**

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? **No**

Has a Load Line Survey been held? **Yes** If so, state which **Japanese Government Survey.**

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

Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.

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	good	Cement or Asphalt	not exd	Air and Sounding Pipes	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	good	Condition, how ascertained (State if wedges removed)	See Rpt. 14
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	good
Beams and Fastenings	good	Shell Openings	None	EQUIPMENT	
Frames	good	Ash Shoots	None	Equipment Letter	a+
Reverse Frames	good	Overboard Discharges and Scuppers	good	Anchors, No. of	3B Condition good
Longitudinals	not exd	Freeing ports	None	Cables (State if now ranged and examined)	Yes
Transverses	not exd	Steering Gear (Main and Auxiliary) examined and found	generally good	" length 270 fms mean diam.	53.5 mm
Floors	not exd	Winglass examined and found	good	" (on board) 270 fms Size	58.5 mm
Keelsons	good	Pumps " " "	not exd	" Rule Length	Sufficient
Stringers	not exd	W.T. Doors " " "	not exd	Hawsers and Warps	
Inner Bottom Plating	good			State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **Yes** See Below Indented shell plate (ps) in way Nos. 1/2 hold bulkhead, D12 renewed at this time. This item may be removed from Appendix.

REMARKS, REPAIRS, Etc. (Contd.) 1 plate (ps) & 1 (ss) now renewed and 1 plate (ps) cropped & part renewed. In way of main mast house forward, 3 plates (wasted) within line of hatch opening, cropped and part renewed at this time.

No. 1 hatch forward deck plate (wasted), local doubler fitted.

Hatchways: All hatchway side coamings (waved, cargo damage) faired in place. 25 hatch beams 30 beam sockets, hatch cover rest angles & cleats etc., repaired or renewed as necessary. 60 wood hatch covers renewed.

On completion of repairs deck plates hose tested and found satisfactory.

f'cle deck small hatchway steel covers renewed.

.....(Contd.)

Survey Fee Docking ¥15,000  
 W. & T. Repairs 50,000  
 Special Damage or Repair Fee (if any) 30,000  
 Travelling Expenses (if chargeable) 12,784 Smk. 23,216 Nag.

Second Surveyor's Fee (if any) \_\_\_\_\_  
 Date when A/c. Rendered \_\_\_\_\_

26 JUN 1959  
 LOCALLY

pt. 8

Port of Shimonoseki Continuation of Report No. 971 dated 17-6-1959. on the "FUKUZAN MARU" (3)

Tween decks spaces.  
 Deck plates examined & found to be generally wasted, holed & previously fitted doublers in way of stringer plate (p & s) corroded & lifted in places.

Permanent Repairs now done.  
 Tween deck plates renewed at this time, port & starb'd as follows.

Port side  
 Stringer plate from beam 34½ to 74  
 " " " " 103 to 146½ & 154½ to 163  
 2nd strake " beam 103 - 111 abreast of No. 3 hatch  
 3rd strake " beam 103 - 111 abreast of No. 3 hatch  
 4th strake " beam 17 - 25 way aft end No. 5 hatch  
 " " " " 43 - 52 way aft mast  
 " " " " 137 - 144½ way fore end No. 2 hatch  
 5th strake " beam 17 - 25 way aft end No. 5 hatch  
 " " " " 47 - 52 way aft mast

Starb'd side  
 Stringer plate from beam 35½ to 74  
 " " " " 104½ to 146½  
 " " " " 146½ to 161½ (half width)  
 2nd strake from beams 103 to 111½ abreast of No. 3 hatch  
 4th strake " beams 17 to 25 aft end No. 5 hatch  
 " " " " 43 - 51 abreast of aft mast  
 " " " " 137 - 144½ fore end No. 2 hatch  
 5th strake " beams 17 - 25 aft end No. 5 hatch

Temporary Repairs Now Done

Local doublers fitted within line of hatchways in way of fore end of No. 4 hatch also  
 In way of aft end No. 3 hatch full width, of hatchway.  
 In way of aft end No. 2 hatch full width, of hatchway.  
 In way fore end No. 2 hatch local doubler.

Tween deck frames wasted in way of cement chocks, 27 cropped & part renewed (p & s) and 10 fitted with E.W. straps.  
 Centreline bulkheads generally wasted, cropped & part renewed at bottom, between Nos. 1 & 2 hatches, Nos. 4 & 5 hatches & aft of No. 5 hatch.

Hatch coamings faired in place. Beams, beam sockets & cover rest angles repaired as necessary.

Holds: Bulkheads between No. 1/2 & No. 2/3 holds (wasted & holed) cropped & part renewed or doubled as necessary. (temporary repairs).  
 Centerline bulkheads in all holds wasted, cropped & part renewed as necessary.  
 All bilges opened, cleaned & cemented, found satisfactory.  
 1 frame in No. 1 and 2 in No. 2 hold (cracked at margin brackets) cracks veed out & welded & straps fitted.

Air & sounding pipes renewed or repaired as necessary.  
 Rudder lifted and 2 pintles worn renewed, tested material & all gudgeon bushes renewed.  
 Port anchor shackle pin worn, renewed; tested material.

Main & Aux. steering gear including engine overhauled & 1 length of chain worn, replaced by ships spare. Steering gear examined under working condition & found satisfactory.

Conditions of Class:

Tween deck plating & plating of Nos. 1/2 & 2/3 hold bulkheads were found generally wasted. Owing to vessel's commitments and proximity of S.S. due date (2/60), the owners requested that in certain instances permanent repairs be deferred until S.S. (2/60). In view of permanent repairs now done and also efficient temporary repairs as stated under foregoing "W & T Repairs", it is recommended that the owner's request merits favourable consideration.  
 The tween deck plating & hold bhds are considered to continue efficient meantime.

It is recommended that above bulkheads & tween deck plating permanently repaired be at the Special Survey due 2/60.

