

Rpt. 8

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

When handed in at Local Office
No. of Visits 9

Port Shimonoseki

No. 971

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

S.S.

"FUKUZAN MARU"

Tons gross 6889

on the Iron or Steel

Newcastle

By Whom

Armstrong Whitworth & Co., Ltd.

When 1928

Month

9

Built at

Miyachi Kisen K.K.

Owners

Owners' address

(If not already in R.B.)

Kobe

Managers

Port of Registry

Kasado, Dockyard

Surveyed Afloat or in Drydock

Name of Dock

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.

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

1100A1 SS 2/56

1 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

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.

Damage, Docking & Repairs.

EXAMINATION AND REPAIRS AS PER RULE FOR

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).

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	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

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.

Date of Committee

Minute

30m 4,37 T.

MONDAY 20 JUL 1959

DS 6.59

TS 6.59

Subject

MBS 6.59

Noted
for
Header



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Lloyd's Register
Foundation

010294-010299-0109 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DRY DOCKING

SURVEY

pt. 8

(3)

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			
		Fresh Water Tanks	None	
Holds generally	Yes	Deep Tanks	No	No
			No	No
Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	Yes	Side Tanks	None	-
After " "	Yes	Wing Tanks	None	-
Engine Space	Yes	Other Tanks	-	-
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	good	Condition, how ascertained (State if wedges removed)	See Rpt. 14
Coamings and Casings	good	and closing appliances	good	Chain Locker	good
Beams and Fastenings	good	Companionways and Skylights	None		
Frames	good	Shell Openings	None	EQUIPMENT	
Reverse Frames	good	Ash Shoots	None	Equipment Letter	at
Longitudinals	not exd	Overboard Discharges and Scuppers	good	Anchors, No. of	3B Condition good
Transverses	not exd	Freeing ports	None	Cables (State if now ranged and examined)	Yes
Floors	not exd	Steering Gear (Main and Auxiliary)	generally	" length 270 fms mean diam.	53.5 mm
Keelsons	good	examined and found	good	" (on board) Rule Length 270 fms Size	58.5 mm
Stringers	not exd	Windlass examined and found	good	Hawseers and Warps	Sufficient
Inner Bottom Plating	good	Pumps " " "	not exd	State if any Anchors or Chain Cable have	No
Bulkheads and Tunnel	good	W.T. Doors " " "	not exd	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 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

KOB 7,57 8 & 9a

Shimonoseki

Continuation of Report No. 971 dated 17-6-1959.

on the "FUKUZAN MARU"

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

4 strake " beam 17 - 25 way aft end No. 5 hatch

" " " " 43 - 52 way aft mast

" " " " 137 - 144½ way fore end No. 2 hatch

5 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 bhd's 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.