

28 JAN 1953

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th Jan., 1953.

When handed in at Local Office

19

Port of

Kobe.

No. in
Reg. Book

Survey held at Osaka

Date, First Survey 9th Jan., 1952

Last Survey

28th Aug.,

1952.

90826s

on the ~~Woolan~~ Steel

M.V. "CALIFORNIA MARU" (EX. "KYOKUTO MARU")

(No. of Visits

75)

TONNAGE:
GROSS 10510.31
UNDER DECK 9154.78
NET 5930.76

Built at Kobe, Japan

By whom Kawasaki Dockyard Co., Ltd.,

YEAR

MONTH

Owners Nihon Yusosen K.K.

Owners' Address

When 1954

12.

Managers

Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Both

Name of Dock Hitachi, Sakurajima

Destined Voyage

Cell DB or D Ba

feet; uE & B

feet; f

fe

total capacity tons.

FPT

tons; APT

tons; MT

feet tons.

Particulars of Classification (which must be inserted
Precisely as in Register Book & Supplements)CHARACTER.
+ for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(Including date of N.B., if any).

+

+

11,38

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 103658

Port

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 subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

Society's Freeboard (if assigned) as

painted on Ship and now verified

OIL ENGINES

ins.

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

REPAIRS; OR, EXAMINATION AS PER RULE, FOR Reclassification, Damage & Lengthening.

CONTINUOUS SURVEY.

SPECIAL SURVEY:

Now Done:— Vessel placed in dry-dock, bottom & rudder cleaned, examined and recoated. Examined hold, Tween decks, fore & after peak spaces, engine space, under engines, pump room, plating in way of side lights, cargo suction pipe, strum removed for examination of shell, decks, hatchways and covers, supports, steel covers, cleats and battening arrangements, anchors, chain cables, chain locker, masts and rigging, steering gear, aux. gear, windlass, general equipment, pumps, W/T Doors, ventilators, coamings, and covers, air and sounding pipes (striking plates fitted), casings, boats.

Examined (Internally) and tested:—

Fore and aft peaks, all cargo tanks, pump room, C.F. bunkers, settling tanks, des

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DK. Plates.	Other Items
Renewed	96	37	—	—	11	7	85	ly renewed.
Removed and Faired or Repaired	76				24	1	43	& refitted.
Faired or Repaired in place	30						1	ed.

RESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.	
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if o.	
Coamings	"	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Mon	
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	By exd.
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Equipment letter	g+
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors. No. of	3B 1S
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemon		Cables (State if now renewed)	Yes
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 330 fms. mean diam. 65 m/m	
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		" Rule length 330 fms. size 68 m/m	
Stringers	"			" at other places		Chain Locker	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Have the Tanks been examined internally?	Yes			Salting		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes					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 is in good and efficient condition and is eligible in our opinion to be reclassified with record of Reclassed ± 100 Al, Carrying Petroleum in Bulk and the notation Reclassed 8,52,S.S. Osk 8,52, Lengthened 8,52 and drydocking date 7,52 subject to the sternframe EW 7,52 being specially examined at the next drydocking.

Survey Fee (Per Section 23) Reclass.	£445,000
Lengthening & Repair Fee (if any)	£600,000
Cables & Masts	55,000
Travelling Expenses (if chargeable)	42,000
Sunday Attendance Fee	10,500
Second Surveyor's Fee (if any)	£

Fees applied for,
13-1-52
Received by me,
19

Commit

Chu

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

cofferdams, all double bottom tanks.

All spaces previously cleaned, ceiling, lining, cement & rust removed & cleaned as required. Steel works coated as necessary and ceiling, lining & cement replaced.

Freeboard:- Now assigned by Japanese Government.

See verification form attached.

Equipment:- No.3 Bower anchor and stream anchor have now been tested in accordance with the Rules. See details on report.

NOTE This vessel is now owned by Messrs. Nihon Yusosen K.K., Tokyo, Japan.

Official No.68763. Signal Letter J.A.D.P. Port of Registry: Tokyo.

Gross Tonnage: 10,510.31 Net Tonnage: 5,930.76 Under Deck: 9,154.78

Principal Dimensions: LPP:159.800

Breadth: 19.810 Depth: 11.300

DAMAGE: stated to have been caused through hostilities, vessel was bombed, consequently aground off Manila and was salvaged in 1951.

Heavy damage was found and repaired as follows:-

(A) Fore Part (Fore Hold and Fore Peak Tank)

(1) Shell plating

On Port side, Renewed

G21 & J22

Removed, faired & refitted F20,21, H20,21, J20,21, L21,M21,22

Faired in places

H22, J23

On Starb'd side, Renewed

A20,B18,19, E20,21

Removed, faired & refitted F20,21,22, G20,21,22, H20,21, J20,21,22, L20,21, M20,21, P15,16,17.

Faired in places

H22, M22

On S.S. Doubling plate on F22 now renewed.

(2) Forecastle Deck

(a) Forecastle main frames, beams, girders, coamings and transverse bulkhead completely renewed.

(b) Forecastle Deck plates renewed 8 plates, removed, faired & refitted 10 plates.

(3) Upper Deck

(a) Deck plates renewed 22 plates, removed, faired & refitted 4 plates.

(b) Beams, Hatch coamings & girders (Fr.115 to 124) completely renewed and (Fr.103 to 114) removed, faired & refitted.

(4) Tween Deck

(a) Deck plate renewed 13 plates.

(b) Beams renewed Fr.103 to 105 and removed, faired & refitted Fr.89 to 102.

(c) Deck girder, renewed Fr.92 to 110.

Hatch coaming, removed, faired to refitted.

(d) Hold frames

On s.s. removed, faired & refitted Fr.89 to 108

On p.s. removed, faired & refitted Fr.103 to 105

(e) Web frames (Fr.100) renewed on p.s. & cropped & renewed on s.s.

When a bower anchor is supplied, the particulars are to be reported in the following form:-
s are not new but have been previously used, Proof tests were carried out stated on the details.

ANCHORS.

Bower	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			Weight Required By Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
2nd															
3rd	82	0	9				60	5	20		81	0	0	Hall's type Head s.s. Shank F.S.	Unknown
Collective Weight	34	1	22				32	2	20		28	7	0	Hall's type Head S.S. Shank F.S.	Osaka, Japan
Stream															
Kedge															

When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stress.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.	Fathoms.	Inch.			
Iron Stream Chain or Steel Wire													

(f) No.2 panting stringer on s.s. Cropped & renewed Fr.106 to 110 and removed, faired & refitted remainder.

(5) Deep Tank

(a) Side frames on s.s. Removed, faired & refitted Fr.100 to 109.

Web frames on s.s. Renewed Fr.106.

(b) Tank top, renewed 5 plates

cropped & renewed 2 plates removed, faired & refitted one plate.

(c) Expansion trunk renewed.

(d) Centre girder renewed Fr.107 to 110, and removed, faired and refitted Fr.99 to 107.

Centre girder bracket Removed, faired & refitted Fr.99 to 107 and renewed Fr.108 to 110.

(e) Wash bulkhead at Fr.98 renewed.

(6) Fore peak tank

(a) No.4 panting stringer renewed.

(b) Peak frames below No.4 panting stringer, part cropped & renewed Fr.110 to 114.

Rpt. 9a.

Port of K O B E.

Continuation of Report No. 979 dated 8th January, 1953 on the M.V. "CALIFORNIA MARU" (EX. "KYOKUTO MARU")

(7) Collision Bulkhead

(a) Bulkhead plates three lower strakes renewed. And upper strakes removed, faired and refitted.

(B) Cargo Oil & Fuel Oil Tanks.

(1) Shell plating.

(a) Keel plates, cropped & renewed K10

Removed, faired & refitted K13,16.

(b) On Portside, Renewed A9,B10,11, C10,11, D8,9, E7,12,13,19, F7,12,13,14,15, G11,13,14,15, H13,14,15, J10,11,12,13, M13.

Cropped & renewed B7,8, C7, D5
Removed, faired & refitted A12,13,17, B12, C9, D10, E8, F8, G8, 17,19, H8,9, J17

Faired in places A10,14, C4,12, D6, E10,17, G16, H16,17,18, J16,19.

(c) On Starb'd Renewed A9,B7,E9,13, G10

Cropped & renewed B10, C6,9, D5, F13, G13

Removed, faired & refitted A10,12,13,14,15, B11,12, C10,11, D2,6,9, E10,12, F10,12,14, G14, H14, J14, L13

Cropped & faired & refitted B6
Faired in places B8,13, E18, F18, H13, J18

(2) Bridge Deck & Deck Houses

Deck platings, beams, girders, pillars & all casing bulkheads completely renewed.

(3) Upper Deck 29 plates renewed.

4 plates cropped and renewed.

5 plates removed, faired & refitted.

1 plate faired in place.

(4) Transverses

(a) Bottom Trans.

In Port Tanks, partly renewed and partly removed, faired & refitted F64.

Completely renewed F67,68,69,72,73,74 & 75

In Centre tanks, removed, faired & refitted F65,66,67,69,70,71,73,77 & 78.

Faired in places F74 & 75.

In Starb'd Tanks, completely renewed F63,64,65,67,68 & 69

Partly renewed & partly removed, faired & refitted F60 & 61.
Removed, faired & refitted F59,72,73 & 74.

(b) Side Trans.

In Port Tanks, completely renewed Fr.67,68,69,72,73 & 74

Partly removed, faired & refitted Fr.55 & 56.

In Starb'd Tanks, completely renewed Fr.63,64,65,67,68 & 69.

Cropped & partly renewed Fr.73

Cropped & faired & refitted Fr.60 & 61.

Faired in place Fr.59.

(c) Deck Trans.

In Port tanks Completely renewed Fr.67,68,69,72,73 & 74.

In Centre tanks cropped & partly renewed Fr.65,66 & 67.

Removed, faired & refitted Fr.73 & 74.

In Starb'd Tanks completely renewed Fr.63,64,65,67,68 & 69.

(5) Longitudinals (a) Bottom longs -

In Port Tanks No.6 Removed, faired & refitted. In Nos.3 & 4 completely renewed.

In Centre Tanks Nos.2,3,5 & 6 and pump room, Partly removed, faired & refitted.

In Starb'd tanks Nos.3,4 & 6 removed, faired & refitted.

(b) Side Longs -

In Port tanks Nos.3 & 4 completely renewed. In No.2 partly renewed.

In Starb'd tanks Nos.3 & 6 removed, faired & refitted. In No.4 partly renewed & partly removed, faired & refitted.

(c) Deck Longs -

In Port tanks Nos. 3 & 4 completely renewed. In Nos.2 & 6 partly removed, faired & refitted.

In Centre tanks No.2 partly renewed. In No.2 & Pump Room removed, faired and refitted.

(6) Transverse Bulkheads

Bulkhead plates marked A,B,C,D,E, & F From Bottom to Top Strakes.

Stiffeners or Web stiffeners affected by these repairs have been dealt with as found necessary.

Fr.58 Oil tight Bhd. in starb'd tank B,C, & D cropped & renewed.

Fr.62 Wash Bhd. in Port tank A & F renewed.

Fr.64 Oil tight Bhd. in Centre tank A,C,D,E & F cropped and renewed.

B renewed.

Fr.66 Oil tight Bhd. in starb'd tank A & F renewed.

Fr.70 Oil tight Bhd. in centre tank A cropped, faired & refitted.

B & F cropped & renewed.

C,D & E removed, faired & refitted.

Fr.72 Oil tight Bhd. in port tank A,B,C, & D renewed

in starb'd tank F cropped faired & refitted.

A,B,C,D,E & F renewed.

Fr.73 Oil tight Bhd. in port tank A,B,C & D renewed.

in starb'd tank C,D & E renewed

A,B & F removed, faired & refitted.

Fr.74 Oil tight Bhd. in centre tank A,B & F faired in places.

Fr.77 Oil tight Bhd. in portside tank A,B,C & D renewed.

in starb'd tank C,D & E renewed.

A,B & F removed, faired & refitted.

(7) Longitudinal Bhds.

Bulkhead plates marked A,B,C,D,E & F from bottom to top strakes, stiffeners or web stiffeners affected by these repairs have been dealt with as found necessary.

(a) Port side longitudinal bulkhead

Faired in place D9

Removed, faired & refitted A3,4,5, B3,4,5,7,8,9, C3,4,5,8,9, D3,4,5,8, E3,4,5, 8, F3,4 & 5.

Partly renewed F9.

Renewed A8 & F8.

(P.T.O.)

- (b) Starb'd Long Bhd.
 Faired in place A3.
 Partly removed, faired & refitted B2, C2, D2, 3, E2 & 3.
 Removed, faired & refitted B8, C3 & F3.
 Partly renewed D3 & E3.
 Renewed A5, 7, B3, 4, 5, 8, 9, C4, 5, 7, 8, D4, 5, 7, 8, E4, 5, 7, F4, 5, 7 & 8.

(C) After Part

- (1) Stern Frame
 Surface fractures found port & starb'd on solepiece under check plates.
 Fractures veed out on both sides of stern frame & electrically welded.
 P. & S. check plates cropped, after part renewed & extended along each side forming a strap, strap plate fitted under & inside solepiece, All electric welded.
- (2) Rudder
 Rudder plates removed & surface fractures found in top and bottom parts.
 Fractures veed out and electrically welded. Rudder rebuilt, and tested alignment of gudgeons checked, all bushes removed, and refitted and satisfactory tried under working conditions.
- (3) Shell plating
 (a) On Portside renewed. B2, F2A, F5, H2, 3, J2, 3, L2, 3, M3, 5, 6, N3, 5, 6, P5.
 Cropped & renewed. E1, 2, 2A, M2, P2, 3, 7
 Removed, faired & refitted A1, 2, F2B, G7, J4, M4.
 Faired in places E6, F2, G2, 3, J6, L1A
 (b) On Starb'd renewed D1, E2, 3, 4, 5, F4, 4A, 5, 6, G5, 6, 7, H5, 6, 7, J5, 6, 7, L5, 6, M5, 6.
 Removed, faired & refitted E1, N6, 7, P3, 6.
 Faired in place A1.
- (4) Poop Deck & Deck houses.
 (a) Poop Deck beams girders, pillars, tween deck frames and front bulkhead removed, faired & refitted.
 (b) Deck houses on poop deck have been all renewed with engine casing, skylight and funnel.
 (c) Poop Deck plating, 3 plates renewed, 6 plates cropped & renewed and 24 plates removed, faired & refitted.
- (5) Engine and Boiler Spaces
 2nd deck plating 4 plates renewed and 2 plates faired in places.
 Main Engine Bed, Boilers bearers & aux. machines beds specially examined and found in good condition.

CONVERSION:

- (A) Ship length has now been increased by 19'-9".
 Now fitted:- Fr. 68 oil tight transverse bulkhead. Compensation has been carried out as follows:-
 (1) Bottom Longitudinals reinforced in both wing tanks and additional girder through half ship length amidships has been fitted.
 (2) Upper deck doubling has been fitted on stringer deck plate & next inside plate through half ship length amidships all as indicated on approved plans previously fitted plans now forwarded herewith.
- (B) Forecastle Deck has now been lengthened by 40'-6".
 One cargo hatch fitted on new Forecastle deck with the same opening as upper deck hatchway. See plans forwarded herewith.

NOTE The Equipment Numeral is now 55173.51

Interim Certificate issued, copy attached.

The following plans and documents accompany this report:-

General Arrangement	(as fitted)
Midship Section	(do)
Profile & Decks	(do)
O.T. Bulkheads	(do)
Shell Expansion	(do)
O.T. Longitudinal Bhd.	(do)
Sternframe & rudder	(do)
Special Oil Tank	(do)
Capacity Plan	
Rudder Stock Certificates.	
Stock steel test certificate.	
Form C11.	
Form C11 Comp.	
Verification of Assigned Freeboard (J.G.)	
Superstructure end Bulkheads.	



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Lloyd's Register
Foundation