

Rpt. 8

Port KOBE

No. 7205

20 NOV 1959

Date of writing Report 27th Oct., 1959.

When handed in at Local Office

Received London

Survey held at Kobe

No. of Visits 7

First Date 10th Oct., 19 59.

Last Date 20th Oct., 19 59.

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

14337

on the ~~Iron~~ Steel M.S.

"HIKAWA MARU"

Tons gross

Year

Month

When 1930

5

Reclassified 12,49

Built at

Yka

By Whom Yokohama Dock Co., Ltd.

Owners

Nippon Yusen Kaisha

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Tokyo

Surveyed Afloat or in Drydock

Both

Name of Dock

Mitsubishi, Kobe

Date of last examn. in Drydock

17/10/59

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

Last Report: No.

6611

Port

Kobe.

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.

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

Machinery

+100A1

+LMC

+LLOYD'S RMC

SS (Dr) 11, 53 10, 57

Engine CS 6, 58

DS 4, 59

Boiler d 10, 58

Tail shaft CLp 10, 58

s 4, 59

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

to Owners, Not required.

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

Underwriter Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR Dry Docking and Damage stated to have been caused by:-

- 1) Striking unknown floating object on 31st July, 1959 whilst on voyage Yokohama to Vancouver.
- 2) Striking unknown floating objects on 29th September, 1959 whilst on voyage Seattle to Yokohama.

Now Done for Damage (1) Ship placed in Dry Dock.

Indented shell plate J6 (s.s.) from aft renewed.

Indented shell plate J7 (s.s.) from aft renewed.

Indented shell plate H6 (s.s.) from aft renewed.

Indented shell plate H7 (s.s.) from aft faired in place.

Set in frames 54 and 55 in way cropped and part renewed.

Slightly buckled 2nd deck beam knees 55 and 56 in way removed faired and refitted.

Slightly buckled 2nd deck beam knees 53, 54 &amp; 57 in way faired in place.

Slightly buckled 3rd deck beams 46 &amp; 47 in way faired in place.

Slightly buckled 3rd deck beam knees 41, 49 &amp; 57 in way faired in place.

Badly buckled 3rd deck beam knees 54 in way renewed.

On completion of the above repairs shell plating satisfactorily hose tested and deep tank in way satisfactorily pressure tested.

Now Done for Damage (2) Ship placed in Dry Dock.

Indented shell plate H15 (s.s.) from aft renewed.

Indented shell plate H16 (s.s.) from aft renewed.

CONTINUATION OVER

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	Beam knees	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	5	3 part	1					
Removed and Faired or Repaired			2					
Faired or Repaired in place	1		8				2	

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

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

YES,  
NOW.

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

No

Has Interim Certificate been issued?

Yes, B-60453 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 as now surveyed is eligible in my opinion to remain as classed with record of Drydocking Survey 10,59.

Surveyor to Lloyd's Register of Shipping  
J.R. Cheshire.

Date of Committee

THURSDAY 10 DEC 1959

Minute

DS 10, 59

Part TS 10, 59

DBS 10, 59

40m, 3, 58 T.

010369-010377-0055



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Foundation



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Drydocking	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		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	No. 5	Deep Tanks	S. only (see damage)	S. only (see damage)
		Oil Fuel Bunkers and Settling Tanks		Deep oil fuel tanks A & B (see W & T r)
'Tween Decks		Side Tanks		
		Wing Tanks		
Fore Peak Spaces		Other Tanks		
After " "		Cargo Tanks (Tankers)		
Engine Space		Cofferdams		
Boiler "	No	Pump Rooms		
Under Engines and Boilers				
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Not tanker	
		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? 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? None

Has a Load Line Survey been held? No If so, state which None

Have the shell and deck plating been drilled as per Rule? Not required. 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.

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	-
" " in way of side scuttles	Not Exd.	Cement or Asphalt	Not Exd.	Air and Sounding Pipes	Good above deck
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		Condition, how ascertained	from deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Not Exd.
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	
Frames	Good	Shell Openings	Good	EQUIPMENT	
Reverse Frames	Not Exd.	Ash Shoots	None	Equipment Letter	h+
Longitudinals	Not Exd.	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B 1S Condition Good
Transverses	Not Exd.	Freeing ports	Good	Cables (State if now ranged and examined)	Not range
Floors	Not Exd.	Steering Gear (Main and Auxiliary)		" length	Stated mean diam. Comple
Keelsons	Not Exd.	examined and found	Good	" (on board)	330 fms Size 2 3/4
Stringers	Good	Windlass examined and found	Good	" Rule Length	Sufficient
Inner Bottom Plating	Good	Pumps " " "	Not Exd.	Hawsers and Warps	
Bulkheads and Tunnel	Good	W.T. Doors " " "	Not Exd.	State if any Anchors or Chain Cable have	No
				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? No See Below

REMARKS, REPAIRS, Etc. (Contd.) Indented shell plate J16 (s.s) from aft renewed.  
Set in frame and reverse frame 151 in way cropped and part renewed  
On completion shell plating satisfactorily hose tested.  
Repairs Wear and Tear:- Approx. 300 leaking and wasted shell rivets in way of A & B deep oil fuel tanks renewed. On completion these tanks satisfactorily pressure tested.  
In conjunction with the Owners and at their request No.5 hold and tween decks examined and found in good c  
Appendix to S.R.L. No.3 plate in 2nd below sheer (p.s.) from aft indented, this item examined and found to  
remain efficient and it is recommended it be retained in appendix to S.R.L.

Survey Fee D5 \$15,000.-  
Wear & Tear Repairs 10,000.-  
Special Damage or Repair Fee (if any) 30,000.-  
Special Attend. Fees 16,000.-  
Travelling Expenses (if chargeable) 3,000.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered

NOV 17 1959

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