

Rpt. 8

Date of writing Report 1st Feb., 1960 When handed in at Local Office FEB - 3 1960 Port KOBE No. 7469
Survey held at Yokkaichi, Japan No. of Visits 1 First Date and 19 Last Date 6th Jan., 19 60.

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. 17250 on the ~~KOKUK~~ Steel M.S. "KAREN MAERSK" Tons gross 11,756
Built at Got By Whom Eriksbergs M/V A/B When 1952 Year Month 11
Owners A/S D/S Svendborg D/S af 1912 A/S Owners' address -
Managers A.P. Moller, Copenhagen Port of Registry Copenhagen
Surveyed Afloat or in Drydock Afloat Name of Dock - Date of last examn. in Drydock -

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

Last Report: No. 953 Port Sog
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 Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1	+LMC
oil tankers	Engine CS 3,57
SS 3,57	Boiler d 5,59
DS 5,59	Tail shaft CL 12,57

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? Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damage to Rudder Stock Top Bearing, stated to have been caused through encountering typhoon "Harriet" off Philippine Islands between the 31st December, 1959 and 2nd January, 1960.

Now Done:- Attend onboard and examined and found rudder stock top bearing broken and upper part of starb'd side missing. Recommended defective rudder stock top bearing be dealt with at Tamano, Japan where ship proceeding direct at this time.

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								Rudder stock top bearing repaired.
Removed and Faird or Repaired								
Faird or Repaired in place								

Has a Survey also been held on machinery of the Ship? No
If so, is the Report sent now, or when will it be sent?
Is Classification Certificate required? If so, to be sent to No
Has Interim Certificate been issued? Yes, B-61686 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 surveyed, is eligible in my opinion to remain as now classed without fresh record of survey, subject to defective rudder stock top bearing being dealt with at Tamano, Japan where ship now proceeding direct.

K. Urayama
Surveyor to Lloyd's Register of Shipping

TUESDAY 22 MAR 1960

Noted for Header

Date of Committee

Minute

Deferred - await further report



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