

Rpt. 8

Port KOBE

No. 8307

Date of writing Report 21st Oct., 1960

When handed in at Local Office NOV - 2 1960

Received London

Survey held at Kobe, Japan

No. of Visits 5

First Date 4th Oct., 19 60

Last Date 11th Oct., 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.

79652

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

"SEIHO MARU"

Tons gross 13046

Year Month

Built at

Kobe

By Whom Kawasaki Dockyard Co., Ltd.

When 1952

1

Owners

Iino Kaun K.K.

Owners' address (If not already in R.B.)

Tokyo

Managers

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock Kawasaki No. 3 Dry Dock

Date of last examn. in Drydock 11/10/60

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

Last Report No.

3237

Port

YKA

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
oil tanker	Engines CS 1, 60
	Boilers A 1, 60
SS 1, 60	Tailshaft CL 2, 59
DS 1, 60	Steam pipes 1, 60
LF at Btm & Dk	Pt E.W.

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, - copy of

Freeboard as marked on ship and now verified

- ft - ins

Damage Report attached (No. D-66726)

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

Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Annual Dry Docking & Wear and Tear Repairs

Damage:- Stated due to contact with oil barges whilst loading cargo at Moskilvo during the period 14th to 19th September, 1960.

Now Done, Permanent Repairs (Plates numbered from aft.)

In way of No. 5 wing cargo oil tank (starboard side)

1. Shell plates J11 & 12, L12, M12 & S13 set-in between frames 114 & 118. Riveted seams in way between "J" & "L" strakes and "M" & "S" strakes released, plates faired in place and seams re-riveted.

2. Frame 115 set-in, cropped, removed, faired and re-fitted.

3. Wash bulkhead at frame 116 buckled, cropped and part renewed.

4. Frame 117 lightly set-in, released, faired in place and re-riveted.

In way of No. 6 wing cargo oil tank (starboard side)

5. Shell plate M10 set-in, cropped and part renewed.

6. Shell plate S11 lightly set-in, faired in place.

7. Frame 89 set-in, cropped, removed, faired and re-fitted.

8. Frames 90 & 91 lightly set-in, faired in place.

In way of No. 8 wing cargo oil tank (starboard side)

9. Shell plates J8 & L8 lightly set-in, faired in place.

10. Frames 58 & 59 lightly set-in, released, faired in place and re-riveted.

CONTINUATION OVER

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Part renewed	1	-	-	-	-	-	-	Please see
Renewed	-	-	-	-	-	-	-	body of
Removed and Faired or Repaired	-	2	-	-	-	-	-	report
Faired or Repaired in place	14	12	-	-	-	-	-	

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

YES, NOW.

Is Classification Certificate required? If so, to be sent to No

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

Has Interim Certificate been issued? Yes, B-66727 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 vessel so far as now seen is in good condition and is eligible in our opinion to be continued as now classed with fresh record of Docking Survey 10,60, subject to shell plates H9, J9, L9 & 10 and M9 & 10 starboard side from aft, set-in, being specially examined and dealt with as found necessary at the next dry docking, and to sternframe solepiece (E.W. 1,60 and 10,60) being specially examined at the next dry docking.

Thomas C. Marshall & K. Urayama
Surveyor to Lloyd's Register of Shipping
T. C. Marshall & K. Urayama

Date of Committee

THURSDAY - 1 DEC 1960

Minute

DS 10. 60 subject
TS 10. 60

WEDNESDAY 23 AUG 1960

As now

ABS 1060

NOTE RB

40m, 3,58 T.

Note K.K. - ABS.

Atk Kob.

Lloyd's Register Foundation

1010580-010588-0140 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR	Damage, Annual Dry-Docking and Wear & Tear Repairs			
	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	No	No
Rudder lifted	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel) and Cofferdams	No	No
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	No	Deep Tanks	No	No
Hold	No	Oil Fuel Bunkers and Settling Tanks	No. 2 F.O. tank (port) in way of damage-Yes	No. 2 F.O. tank (port) in way of damage-Yes
Tween Decks	No	Side Tanks	No	No
Fore Peak Spaces	No	Wing Tanks	No	No
After " "	No	Other Tanks	No	No
Engine Space	No	Cargo Tanks (Tankers)	Nos. 5, 6 & 8 (starb'd) in way of damage-Yes	Nos. 5, 6 & 8 (starb'd) in way of damage-Yes
Boiler	In way of S.R.L. appendix items - Yes	Cofferdams	No	No
Under Engines and Boilers	No	Pump Rooms	No	No
Tunnel and Well	None			
Coal Bunkers	No			
Chain Locker	No			
Other Spaces				

Have the spaces now surveyed been cleared and cleaned as necessary? Yes No

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes No

Have the bilges been cleaned out and examined? No Yes

Has steelwork had rust removed and afterwards been recoated as necessary? No Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No Yes

Has a Load Line Survey been held? Yes No

Have the shell and deck plating been drilled as per Rule? No Yes

Have any alterations to the approved scantlings and arrangements now been effected? No Yes

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:—		Sluice Valves examined and found	
Shell plating	Good	Ceiling and Cargo Battens	Not Exd.
" " in way of side scuttles	Not Exd.	Cement or Asphalt	Not Exd.
Rudder and Sternframe	Good	Cargo and other Hatchways	Good
Decks	Good	Hatches and closing appliances	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good
Coamings and Casings	Not Exd.	Companionways and Skylights	Good
Beams and Fastenings	Good	Shell Openings	None
Frames	Not Exd.	Ash Shoots	Not Exd.
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Good
Longitudinals	Not Exd.	Freeing ports	Good
Transverses	Not Exd.	Steering Gear (Main and Auxiliary) examined and found	Good
Floors	Not Exd.	Windlass examined and found	Good
Keelsons	Not Exd.	Pumps " " "	Not Exd.
Stringers	Good	W.T. Doors " " "	Good
Inner Bottom Plating	Not Exd.		
Bulkheads and Tunnel			

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes No

See Body of Report.

REMARKS, REPAIRS, Etc. (Contd.)

In way of No. 7 wing cargo oil tank (port side)

11. Shell plate J10 lightly set-in, faired in place.

12. Frames 86 & 87 lightly set-in, released, faired in place and re-riveted.

In way of No. 8 wing cargo oil tank (port side)

13. Shell plates J8, M8 and S10 lightly set-in, faired in place.

14. Frames 62, 65 & 67 lightly set-in, released, faired in place and re-riveted.

In way of No. 2 fuel oil tank (port side)

15. Shell plates L7 & M7 lightly set-in, faired in place.

16. Frames 52 & 53 lightly set-in, released, faired in place and re-riveted.

Survey Fee 715,000.-

Special Damage or Repair Fee (if any) 35,000.-

Special Attend. Fees 6,000.-

Travelling Expenses (if chargeable) 2,500.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered NOV - 2 1960

"SEIHO MARU"

On completion of the above permanent repairs the Nos. 5, 6 & 8 wing cargo oil tanks, starboard side, Nos. 7 & 8 wing cargo oil tanks and No. 2 fuel oil tank, port side, were each filled with water to the level of the tops of the hatch coamings, the repairs examined and found sound and tight.

- In way of No. 7 wing cargo oil tank (starboard side)
- Shell plates J9, I9 & 10, and M9 set-in, to be cropped and part renewed.
 - Shell plates H9 & M10 lightly set-in, to be faired in place.
 - Frame 77 lightly set-in, to be released, faired in place, and re-riveted.
 - Frames 78, 79, 81, 82 & 83, set-in, to be cropped, removed, faired and re-fitted.
 - Web frame 80 buckled, to be cropped and part renewed.
 - First horizontal shell stringer below upper deck buckled to be cropped, removed, faired and re-fitted.

The Owner's representative requested that repairs in way of No. 7 wing cargo oil tank, starboard side, be deferred, due to cargo commitments, until the vessel's next dry docking. It is submitted that this request merits the favourable consideration of the Committee, the structure being considered efficient meantime, and an entry be made in the S.R.L. as follows:— "Shell plate H9, J9, I9 & 10 and M9 & 10, starboard side from aft set-in to be specially examined and dealt with as found necessary at the next dry docking."

Wear and Tear Repairs:—

Minor repairs only effected.

S.R.L. No. 177:— "Sternframe solepiece (E.W. 1,60) to be specially examined at the next dry-docking".

Sternframe solepiece specially examined, small fracture noted at forward end of port side lower reinforcement bar. Fracture veed out to sound material, welded and dressed smooth.

It is submitted that the S.R.L. entry be amended to read "Sternframe solepiece (E.W. 1,60 and 10,60) to be specially examined at the next dry docking."

S.R.L. Appendix:— Pitted lub. oil drain tank and No. 5 D.B. tank top plating examined and found to continue efficient. It is submitted this item be retained as at present.