

Received London  
21 FEB. 1964

Ship's Name *SS/MS* "MIKAGESAN MARU" Gross tons 9583  
 Is there a rpt. 9? Yes Port KOBE Rpt. No. 12449  
 No. of visits 7 First date 20th Jan., 1964 Last date 31st Jan., 1964  
 Interim Cert. issued Yes, Damage rpt. issued & copy herewith? B-97127 & copy herewith? No Last rpt. (H.Q. only) *CLV 3010*  
 Date of completing rpt. 3rd Feb., 1964 Surveyed at, if different from Port above Tamano  
 Surveyed afloat and/or in D.D. Drydock Last date of examination in D.D. 24/1/64  
 Has a Load Line Survey been held? Yes by NK Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Coy); (PS); (~~DP~~); (~~EQ~~); (Rig)

Survey fees *S.S. ¥220,500.-* Damage fee *¥15,000.-* Expenses *¥7,000*  
*B*

S.A. fee -

I have surveyed the above ship in accordance with the Rules for  Special Survey 'B' due 6,64 and damage stated to have been sustained by:-  
 Damage (1) contact with quay at Philadelphia on 24th July, 1963.  
 Damage (2) contact with lock at Welland Canal on 1st November, 1963.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.  
Special Survey 'B': Now completed, please see Rpt.8 (P.S.).

Defects & Repairs:

- Fractured welding on rudder plate P. & S. side veed out and rewelded.
- Fractured welding connections of bulwark plates and stays veed out and rewelded.
- Broken wire gauz to oil fuel air pipes renewed.
- Broken glass to engine room skylight renewed.
- A sundry/minor repairs also effected.

Damage Repair:

- Damage (1) Indented side shell plate J15 (p.s. from aft) in way of No.2 lower tween deck and hold cropped and part renewed. On completion of repairs side shell hose tested and found tight. *P*
- Damage (2) Set in side shell plates J7, L7, M18 (s.s. from aft) in way of No.1 'tween decks and hold cropped and part renewed, buckled web frame in No.1 lower tween deck in way cropped and part renewed, slightly bent 5 tween deck frames in No.1 lower tween deck in way faired in place. On completion of the above repairs side shell hose tested and found tight. *P*

Condition of Class:

S.R.L. No.212 & S.R.L. Appendix No.13: Nil

I recommend that this ship remain as classed with/w~~ithout~~ fresh record of dry docking 1,64 and to have the notation of SS 1,64.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

ht Date of Committee **MONDAY - 6 APR 1964**

Minute *DS 1. 64*  
*SS 1. 64* *CSM 1. 64*  
*ABS 1. 64* *SPS 1. 64*

*Shoguchi*  
 Surveyor to Lloyd's Register of Shipping  
 S. Noguchi

ALSO FOR
SPL FOR
TRO
SRL <input checked="" type="checkbox"/>
POSTING <i>NO</i>
HEADER
CERT

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011378-01385-0100 1/3 6-4.64 *D*

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed	4 (part)	1 (part)			
Removed and faired or replaced					
Faired or repaired in place		5			



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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name ~~SS~~/MS "MIKAGESAN MARU"

SS. ( B ) Due 6,64

Port

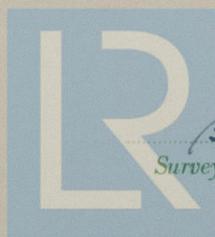
KOBE

Rpt. No.

12449

	<u>Examined &amp; condition</u>		<u>Examined &amp; condition</u>
In dry dock from	20/1/64	* Air & sounding pipes	Yes, Good
" " " to	25/1/64	Doublers under " "	Yes, Good
Shell plating	Yes, Good	Steering arrangements (main)	Yes, Good
Sternframe	Yes, Good	" " (aux)	Yes, Good
Rudder	Yes, Good	Windlass	Yes, Good
Was rudder lifted?	Yes	Masts & rigging	Yes, Good
Plating, etc. in way of shell openings	Yes, Good	Hand pumps & suction	Yes, Good
Side scuttles & deadlights	Yes, Good	W.T. doors	Yes, Good
Overbd. scuppers & discharges	Yes, Good	Bulwarks, freeing ports, etc.	Yes, Good
F.P. spaces	Yes, Good	Summer freeboard as verified	4,025 mm ✓ 12.2 m
Chain locker	Yes, Good		
A.P. spaces	Yes, Good		
Engine space	Yes, Good		
Boiler space	Yes, Good		
Under E. & B.	Yes, Good	<u>EQUIPMENT:</u>	
Coal bunker	None	Equipment letter	et 2 7/16" SQ ✓
Tunnel & well	Yes, Good	Fee ltr., if diff. from eqpt. ltr.	
Cement, asphalt, etc., on btm. shell	Yes, Good	Anchors: No. on board	3B ✓
Weather decks	Yes, Good	State if ranged	Yes
* Casings	Yes, Good	Length on board	300 fms ✓
* Deckhouses	Yes, Good	Mean dias. range from	2 3/8" ✓ to 2 7/16" ✓
* Superstructures	Yes, Good	Rule length	300 fms ✓ Dia. (2 1/4)" SQ ✓
* Skylights	Yes, Good	Mooring ropes	Sufficient
* Companionways	Yes, Good		
* Hatchways	Yes, Good		
* Ventilators	Yes, Good		
Other items:	None		

\* These items to include their closing appliances  
Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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B. Naguchi  
Surveyor to Lloyd's Register of Shipping  
S. Noguchi

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HOLDS & 'TWEEN DECKS :		Examined & condition	TANKS :	Examined & condition	Tested & condition
No. 1	Hold	Yes, Good	F.P. tank	Yes, Good	Yes, Good
"	'Tween decks	Yes, Good	A.P. tank	Yes, Good	Yes, Good
			D B. tanks & c/dams		
			No.1 (W.B.)	Yes, Good	Yes, Good
			No.2 (OF) (P&S)	Yes, Good	Yes, Good
No. 2	Hold	Yes, Good	Nos. 3, 4, 5 & 6 (OF) P&S	-	Yes, Good
"	'Tween decks	Yes, Good	F.W. tank	Yes, Good	Yes, Good
			Fd.W. Tank	Yes, Good	Yes, Good
			L.O. & D.O. tanks	-	Yes, Good
			Cofferdams	Yes, Good	-
No. 3	Hold	Yes, Good	O.F. bunkers	None	-
"	'Tween decks	Yes, Good			
			Settling tanks	Not Exd.	Yes, Good
No. 4	Hold	Yes, Good			
"	'Tween decks	Yes, Good			
			Deep tanks	Yes, Good	Yes, Good
			No.1 P&S		
			No.2 P&S		
No. 5	Hold	Yes, Good			
"	'Tween decks	Yes, Good	Side tanks	None	-
No. 6	Hold	Yes, Good	Tunnel Wing tanks	Yes Good	Yes Good
"	'Tween decks	Yes, Good			
			Other tanks :	None	-
	Cargo battens	Yes, Good			
	Ceiling, etc.	Yes, Good			



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Rpt. 8 (Rig)

Ship's Name ~~SS~~/MS MIKAGESAN MARU

(Matter above line is completed by Lloyd's Register of Shipping) Port Kobe Rpt. No.

Port of KOBE

Date 22nd-Jan., 1964

REPORT ON MASTS, SPARS AND RIGGING

Dear Sir(s),

In accordance with your instructions, I examined the Masts, Spars and Standing Rigging, including fittings, of the SS/MS MIKAGESAN MARU on the (date of examination) 22nd-Jan., 1964, and found that good condition

Fee Rigger

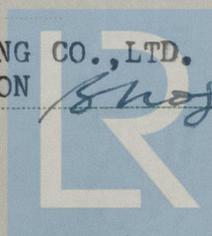
To the Surveyor(s), Lloyd's Register of Shipping,

M. Komoto

MITSUI SHIPBUILDING & ENGINEERING CO., LTD. CHIEF OF REPAIRING SECTION

Surveyor

Shoguchi



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