

Rpt. 8

Port KOBE

No. 10364

Date of Printing Report 24th April, 1962

When handed in at Local Office

Received London

Survey held at Tamano

No. of Visits 4

First Date 12th April, 1962

Last Date 17th April, 1962

DISCLOSED SECTION

DISCLOSED SECTION

No. 832 C

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. 30950

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

"SHOSEI MARU"

No. 832 C

Tons gross 7199
Year 1953
Month 5

Built at Osaka

By Whom Fujinagata Zosen

When 1953

Owners Matsuoka Kisen K.K.

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

Managers

Port of Registry Ashiya

Surveyed Afloat or in Drydock Drydock

Name of Dock Mitsui

Date of last examn. in Drydock 17/4/62

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

Last Report: No. 8753
To be filled in at Head Office.

Port Kobe

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
DTa - veg. oil	Engine CS 2,61
	Boiler A 2,61
SS 2,61	Tailshaft CL 5,59
DS 2,61	Steampipes 2,61

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

Not required.

Was a damage report made by anyone else? If so, by whom? Not known

DISCLOSED SECTION

EXAMINATION AND REPAIRS AS PER RULE FOR Damage and Docking

Damage stated to have been sustained by:

- Contact with a lighter at Manila on 2nd March, 1961.
- Contact with lockwall at London on 10th October, 1961.

Contact with submerged object at outside Norfolk on 28th October, 1961.

Grounding at Fulf Port, Mississippi on 10th February, 1962.

Damage Now Done:-

In way of No.1 hold, fore peak tank and chain locker port shell plate G15 indented now renewed, H15 indented now faired in place, internal structure in way distorted now 1 side stringer renewed and 6 frames faired in place.

In way of No.2 tween deck starboard shell plate L14 indented now renewed, S17 indented now faired in place, internal structure in way distorted now 1 web frame cropped and part renewed, 2 frames removed, faired and refitted and 8 frames faired in place. In way of Nos. 4 & 5 tween deck starboard shell plates L5 indented now renewed, L6 and S6 indented now faired in place, frames in way distorted now 2 removed faired and refitted and 9 faired in place. In way of Nos. 4 & 5 tween deck port shell plate L5 indented now renewed, L4 and S5 indented now faired in place, frames in way distorted now 2 removed, faired and refitted and 10 faired in place.

) Propeller damage only, see Rpt. 9. No.hull damage found.

) In way of No.6 double bottom tank (O.F. or W.B.) starboard shell plates A5 & 6 and B6 indented, Owners superintendent requested to leave this as it is until their convenience, considered continuing efficient and no repairs effected. It is recommended this item be noted in Appendix to S.R.L.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items Side Stringer
Renewed	4	1(part)						1
Removed and Faired or Repaired		6						
Faired or Repaired in place	6	33						

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

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

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

YES, NOW.

Has Interim Certificate been issued? Yes, B-78394 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 and to have record of Docking 4,62 subject to rudder stock liner being specially examined and dealt with as necessary at next dry docking.

M. Komori
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 31 MAY 1962

Minute

DS 4.62, subject (hkm)
TS 4.62
ABS 4.62

Noted for [initials]



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011844-01850-5229

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage and Docking SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank	Yes	Yes
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		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes		Deep Tanks		
Holds No. 1	Yes		Oil Fuel Bunkers and Settling Tanks		
Tween Decks Nos. 2, 4 & 5	Yes		Side Tanks		No
Fore Peak Spaces	No		Wing Tanks		
After " "	No		Other Tanks		
Engine Space	No		Cargo Tanks (Tankers)		
Boiler "	No		Cofferdams		
Under Engines and Boilers	No		Pump Rooms		
Tunnel and Well	No				
Coal Bunkers	None				
Chain Locker	Yes				
Other Spaces	No				
				Have Tanks now Examined been Cleaned as Necessary?	Yes
				Have Struts in Cargo Tanks (of Tankers) been removed?	Not applicable.
				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 cement in bottom been 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? No
 Has a Load Line Survey been held? Yes If so, state which by NK Surveyor
 Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -
 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	Not Exd.
" " in way of side scuttles	Not Exd.	Cement or Asphalt	Good (F.P.T.)	Air and Sounding Pipes	above deck Good
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	Good	Condition, how ascertained	from deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	Good
Frames	Good	Shell Openings	None	EQUIPMENT	
Reverse Frames	Not Exd.	Ash Shoots	None	Equipment Letter	cf 2 1/8" SQ
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)	Yes
Floors	Not Exd.	Steering Gear (Main and Auxiliary)	Good	" length	300 fms mean diam. 2 1/8"
Keelsons	Not Exd.	examined and found	Good	" (on board)	Rule Length 300 fms Size 2 1/8" SQ
Stringers	Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Inner Bottom Plating	Not Exd.	Pumps " "	Not Exd.	State if any Anchors or Chain Cable have	No
Bulkheads and Tunnel	Good	W.T. Doors " "	Good	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? None See Below S.R.L. 188

REMARKS, REPAIRS, Etc. (Contd.) On completion repairs examined and tested found satisfactory.
Wear and Tear Repairs:— (found in excess. Owners superintendent requested Rudder stock liner worn and swelled, and clearance at sternframe upper bearing bush (bronze) be deferred until next dry docking and this in my opinion merits for the favourable consideration of the Committee, considered efficient meantime.
 Rudder lifted and lower pintle bush renewed at Owners instance.
 Sundry minor repairs effected.

Survey Fee DS 15,000.-
 Wear and Tear Repairs 2,000.-
 Special Damage or Repair Fee (if any) 30,000.-
 Travelling Expenses (if chargeable) 4,000.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered MAR 1 1962

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