

Rpt. 8

Port KOBE

No. 8571

Date of writing Report 6th Jan., 1961

When handed in at Local Office

Received London

Survey held at Aioi

No. of Visits 4

First Date 15th Dec., 1960

Last Date 19th Dec., 1960

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.

64489

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

"HOEI MARU"

Tons gross 20257

Year 1957

Month 10

Built at Aioi

By Whom

Harima Zosen-sho

Owners Nitto Shosen K.K.

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

Managers

Port of Registry Tokyo

Surveyed Afloat or in Drydock Dry Dock

Name of Dock Ishikawajima-Harima H.I. Co., Ltd.
Aioi Works

Date of last examn. in Drydock 19/12/60

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

Last Report: No. 8022
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 dented 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	Machinery
Date of Special and of Drydocking Surveys, etc.	
100-A1	+LMC
oil tanker	Engine 10,57
	Boiler d 11,59
DS 7,60	Tailshaft CL 11,59

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.

Freeboard as marked on ship and now verified — ft — ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR

Dry Docking

Wear and Tear Repairs:

Lower pintle bush of rudder found worn excessively. Rudder removed and found upper bearing ring of rudder carrier badly worn and lower pintle sleeve scored vertically (10mm width, 105 mm length, 2.5mm depth). Rudder carrier upper bearing ring machined off and steel plate (10.3 mm thick) welded and lower bearing ring skimmed.

Lower pintle bush rewooded.

Rudder refitted, alignment checked and now satisfactory.

It is recommended that rudder carrier and rudder lower pintle sleeve being specially examined at next Special Survey (12 months limit).

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								
Removed and Faird or Repaired								
Faird or Repaired in place								

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-68017 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 seen is in good condition and eligible in my opinion to be remain as now classed with fresh record of D.S. 12,60 subject to rudder carrier and rudder lower pintle sleeve being specially examined by next Special Survey (12 month limit).

S. Matsumoto
Surveyor to Lloyd's Register of Shipping

S. Matsumoto

Date of Committee

THURSDAY 16 FEB 1961

Minute

DS 12,60 subject

ht

40m, 3,58 T.

012585-012590-0138

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Docking	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	Deep Tanks		
	No	Oil Fuel Bunkers and Settling Tanks	Not Exd.	Not Tested
Tween Decks	No	Side Tanks		
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	None			
Coal Bunkers	No			
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary? -

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? -

Have the bilges been cleaned out and examined? -

Has steelwork had rust removed and afterwards been recoated as necessary? -

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -

Has a Load Line Survey been held? No If so, state which -

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? None 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	Not Exd.	Sluice Valves examined and found	Not Exd.
" " in way of side scuttles	Good	Cement or Asphalt	Not Exd.	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 and closing appliances	Good	Condition, how ascertained (State if wedges removed)	from deck Good
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Not Exd.	Shell Openings	Good	EQUIPMENT	
Frames	Not Exd.	Ash Shoots	None	Equipment Letter	p12 13/16" SQ
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B Condition Good
Longitudinals	Not Exd.	Freeing ports	None	Cables (State if now ranged and examined)	Not ranged
Transverses	Not Exd.	Steering Gear (Main and Auxiliary)	Good	" length	Stated mean diam. Complete
Floors	Not Exd.	examined and found	Good	" Rule Length	330 fms Size 2 13/16" SQ
Keelsons	Not Exd.	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Not Exd.	Pumps " " "	Not Exd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Not Exd.	W.T. Doors " " "	Good	now been supplied or retested, if so,	
Bulkheads and Tunnel	Not Exd.			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee DS \$15,000.-
Wear & Tear Repairs 25,000.-
Special Damage or Repair Fee (if any)
Travelling Expenses (if chargeable) 5,500.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered

JAN 12 1961

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