

Rpt. 8

H & M

Port KOBE

No. 8479

LC. DEC. 1960

Date of writing Report 6th Dec., 1960

When handed in at Local Office

DEC - 9 1960

Received London

Survey held at Kobe

No. of Visits 6

First Date 19th Nov., 1960

Last Date 29th Nov., 1960

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

DISCLOSED SECTION No.

No. in R.B.

73669

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

"NISSHUN MARU"

Tons gross 9999

Year 1955

Month 7

Built at Shimizu

By Whom Nippon Kokan

When

Owners Nissan Kisen K.K.

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

Managers

Port of Registry Tokyo

Surveyed Afloat or in Drydock Both

Name of Dock Mitsubishi

Date of last examn. in Drydock 29/11/60

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

Last Report: No. 1410 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
SS 9,59	Engine CS 9,59
DS 11,59	Boiler A 9,59
	Tailshaft CL 9,59

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

to Owners, Damage Report No. D-67486 attached.

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

EXAMINATION AND REPAIRS AS PER RULE FOR Dry Docking and Damage

Stated to have been caused through contact with the s.s. "MOON" of Panama on the 17th November, 1960 whilst on voyage Moji to Sydney.

Now Done for Damage:- Ship in Dry Dock.

### FOUND

### RECOMMENDED

#### Port Side

Shell plate Q15 from aft set in slightly	To fair in place.
Shell plate P30 from aft set in heavily and corrugated.	To renew.
Shell plates M and N 22 from aft set in, in way of common seam.	To fair in place.
Shell plate L22 from aft set in between frames and fractured.	To renew.
Shell plates H20 and E20 from aft set in heavily and corrugated.	To renew.
Shell plate C19 from aft slightly set in.	To fair in place.
Frame 208 in way of above distorted.	To fair in place between 3rd and 4th stringer and crop and part renew between 4th to 5th stringer.
Frame 209 in way of above distorted.	To crop and part renew between 2nd and 3rd stringer.
Nos. 2 & 3 painting stringers distorted.	No.2 stringer to crop and part renew (frs.203-207) and No.3 stringer to fair in place.

CONTINUATION OVER/ON SHEET NO. 1

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

YES, JOINT.

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-67522 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 as now surveyed is eligible in our opinion to remain as classed with record of Dry Docking Survey 11,60.

*J.R. Cheshire & T.C. Marshall*  
Surveyor to Lloyd's Register of Shipping

J.R. Cheshire & T.C. Marshall

Date of Committee

TUESDAY 17 JAN 1961

Minute

As now

ABS N. 60

40m.3,58 T

Ack. Kab.



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Lloyd's Register Foundation

012610-012612-00871/2

TABLE 1

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

Items	Now Examined YES NO or NONE	Tanks		Now Examined Internally	Now Tested
		Yes	No		
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		Yes	Yes
Rudder lifted	No	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				
Hold	No.1 (Damage)	Fresh Water Tanks			
		Deep Tanks			
Tween Decks		Oil Fuel Bunkers and Settling Tanks	No		No
Fore Peak Spaces		Side Tanks			
After " "		Wing Tanks			
Engine Space		Other Tanks			
Boiler " "	No	Cargo Tanks (Tankers)			
Under Engines and Boilers		Cofferdams			
Tunnel and Well		Pump Rooms			
Coal Bunkers					
Chain Locker					
Other Spaces					
		Have Tanks now Examined been Cleaned as Necessary?	YES (FORE PEAK)		
		Have Struts in Cargo Tanks (of Tankers) been removed?			
		Have Tanks been Retested as necessary after completion of any Repairs?	YES (FORE PEAK)		

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 cement in bottom been 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? If so, state which  
 Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached.  
 Have any alterations to the approved scantlings and arrangements now been effected? 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	
" " in way of side scuttles	Not Exd.	Cement <del>OK</del> <del>Asph</del>	Good	Air and Sounding Pipes	Good above deck
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
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	gt 2 6/16" SQ
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B Condition Good
Longitudinals	Not Exd.	Freeing ports	Good	Cables (State if now ranged and examined)	Not ranged
Transverses	Not Exd.	Steering Gear (Main and Auxiliary) examined and found	Good	" length Stated mean diam. Complete	
Floors	Good	Windlass examined and found	Good	" (on board) 330 fms Size 2 5/16" SQ	
Keelsons	Good	Pumps " " " "	Not Exd.	Hawsers and Warps	Sufficient
Stringers	Good	W.T. Doors " " "	Not Exd.	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Inner Bottom Plating	Not Exd.				
Bulkheads and Tunnel	Good				

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

REMARKS, REPAIRS, Etc. (Contd.) Now Done for Damage (Continued)  
Starboard Side  
 Shell plates P29 and 30 from aft badly corrugated. To renew.  
 Shell plates N20, 21 and 22 from aft badly corrugated (N21 fractured). N20 to crop and part renew and N21 and 22 to renew.  
 Shell plates L21 and 22 from aft badly corrugated. to renew.  
 Shell plates M21 and 22 from aft badly corrugated. To renew.  
 Shell plates H19 and 20 from aft badly corrugated. To renew.  
 Shell plate E19 from aft badly corrugated. To renew.  
 Shell plate G19 from aft corrugated at fore end. To crop and part renew. Cont'/-

Survey Fee \_\_\_\_\_ Second Surveyor's Fee (if any) \_\_\_\_\_  
 Special Damage or Repair Fee (if any) \$60,000.  
 Special Attend. Fee 12,000.-  
 Travelling Expenses (if chargeable) 3,000.-  
 Date when A/c. Rendered DEC 9 1960

U. L. C. 1360

Rpt Port of KOBE Continuation of Report 8 No. 8479 dated 6th Dec., 1960 on the

"NISSHUN MARU"

Now Done for Damage (Continued)  
Starboard (Continued)  
 Shell plate B19 from aft corrugated at fore end. To crop and part renew.  
 Frame 199 and 200 in way distorted. To crop and part renew from 3rd stringer to underside of deck.  
 Frame 201 and 202 in way distorted. To crop and part renew from lower end to underside of deck.  
 Frame 204 in way slightly distorted. To crop and part renew in way of 3rd stringer.  
 Frame 205 in way slightly distorted. To crop and part renew from lower end to 2nd stringer and fair in place from 2nd stringer to underside of deck.  
 Frame 206, 207 and 208 in way distorted. To crop and part renew from lower end to 1st stringer and fair in place above 1st stringer.  
 Frame 209 in way distorted. To renew from lower end to underside of deck.  
 Frame 210 in way distorted. To renew.  
 Panting stringers Nos. 1, 2, 3 & 4 distorted also brackets and tie beams distorted. No.1 stringer to crop and part renew (frs. 201-203 1/2) and fair in place, (frs. 203 1/2-207). 4 beam brackets to renew, 2 fair in place, 2 tie beams crop and part renew.  
 No.2 stringer to crop and part renew, (frs. 199-202 1/2) and fair in place, (frs. 202 1/2-207). 4 beam brackets to renew, 1 fair in place, 3 tie beams crop and part renew, 1 fair in place.  
 No.3 stringer to renew (frs. 199-208). 3 beam brackets to renew, 1 fair in place, 4 tie beam crop and part renew, 2 fair in place.  
 No.4 stringer to crop and part renew (frs. 199-202 1/2) and fair in place (frs. 202 1/2-205). 1 beam bracket to renew, 1 fair in place, 1 tie beam crop and part renew, 2 fair in place.  
 6 beams to fair in place, 7 beam knees to fair in place and 1 beam knee to renew.  
 Fore peak tank top beams and beam knees in way slightly distorted. To fair in place.  
 Centre line wash bulkhead buckled slightly between 2nd and 3rd stringer to 3rd and 4th stringer.  
 Soft nose stem plating and stem bar in way distorted from 2 metre draught mark to fore peak tank top level and breasthooks in way buckled. Soft nose stem plating and stem bar to renew and 4 breasthooks in way to renew.  
 Collision bulkhead starboard side from fore peak tank top level to 2nd stringer distorted. To fair in place and approx. 6'-0" x 1'-0" cropped and part renewed adjacent to ships side between 1st and 2nd stringer.

MACHINERY: Propeller and outside fastenings of Sea connections were examined and found in good condition. Wear Down: Not checked.  
 J.K. Bherhina 11.11.60