

Rpt. 8

Port KOBE

No. 7479  
22 FEB 1960

Date of writing Report 13th Feb., 1960

When handed in at Local Office

Received London

Aioi, Japan

No. of Visits 6

First Date 23rd Jan. 1960

Last Date 2nd Feb., 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.

17994

S.S.

"KCHO MARU"

Tons gross 17,794

Year 1953

Month 6

Built at

Aioi

By Whom

Harima Zosen

When

Owners

Iino Kaiun K.K.

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

Managers

Port of Registry

Tokyo

Surveyed Afloat or in Drydock

Both

Name of Dock

Harima Zosen

Date of last examn. in Drydock

29/1/60

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

Last Report: No.

Port

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 oil tanker	→LMC Engine 3,57 Boiler M 2,59
SS 3,57 DS 8,59	sg 2,59 Tail shaft CL 2,57 Steam pipes 3,57

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

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 Docking and Commencement of Special Survey (B)

Repairs (Wear and Tear)

Now Done:-

'L' strake (strake below sheer) No.6 plate from ford - Faired in place (1).  
(starb'd) indented.

Welding at toe of connection of transverse bulkhead vertical web on centre line to upper deck centre line girder cracked. No.2 C.O.T. (Cr.)  
Also to bottom centre line girder No.3 C.O.T. (Cr.)  
Cracked welding cut out, pad piece inserted at toe and vertical easing bracket fitted between face bars of vertical web and centre line girder (2).

Welding at toe (of face bar) of connection of transverse bulkhead horizontal girder to longitudinal bulkhead cracked. No.2 C.O.T. (Cr.) - Nos. 1 & 2 Hor.Girder (P.&S.)  
No.3 Horiz. Girder (s.)  
No.3 C.O.T. (Cr.) - No.1 Horiz. Girder (p.)  
No.2 Horiz. Girder (P.&S.)  
No.10 C.O.T. (Cr.) - No.1 Horiz. Girder (p.)  
Cracked welding cut out, pad piece inserted at toe and horizontal easing bracket fitted between face bar of horizontal girder and longitudinal bhd (7).

CONTINUATION OVER

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, 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-62251 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 classed and to have record of Docking Survey 1,60 and the notation of SS with date on completion of Hull Special Survey.

J.R. Wilson.  
Surveyor to Lloyd's Register of Shipping  
J.R. Wilson.

TUESDAY 8 MAR 1960

Date of Committee

Minute

DS 1,60  
TS 1,60

Noted for Header



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Lloyd's Register Foundation

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40m,3,58 T.

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking & Commencement of Special SURVEY (B)

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	No	F.P. Tank	No	No
Rudder lifted	No	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	Yes	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Yes			
Holds (Ford.)	No	No	Fresh Water Tanks	No	No
			Deep Tanks	No	No
Tween Decks	None	None	Oil Fuel Bunkers and Cofferdams	No	No
			F.O. Settling Tank (Port)	Yes	Yes
Fore Peak Spaces	No	No	Side Tanks	-	-
After " "	No	No	Wing Tanks	-	-
Engine Space	No	No	Other Tanks	-	-
Boiler "	No	No			
Under Engines and Boilers	No	No	Cargo Tanks (Tankers) (Centre)	Nos. 1, 2, 3 & 4	Nos. 1, 2, 3 & 4
Tunnel and Well	No	No	(Wings)	Nos. 1, 2, 3, 4, 5 & 10 (P. & S.)	Nos. 2, 3, 4, 5 & 10 (P. & S.)
Coal Bunkers	None	None	Cofferdams Aft (P. & S.)	Yes	No
Chain Locker	No	No	Pump Rooms	No	No
Other Spaces	-	-			
Have Tanks now Examined been Cleaned as Necessary?		Yes			
Have Struts in Cargo Tanks (of Tankers) been removed?		Yes			
Have Tanks been Retested as necessary after completion of any Repairs?		Not required.			
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?		None			
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?		None			
Has a Load Line Survey been held?		Yes	If so, state which Annual, Nippon Kaiji Kyokai		
Have the shell and deck plating been drilled as per Rule?		Not required.	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	None	Sluice Valves examined and found	None
" " in way of side scuttles	Not Exd.	Cement or Asphalt	None	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
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	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	2 13/16" SQ
Reverse Frames	None	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B 1S Condition Good
Longitudinals	Good	Freeing ports	None	Cables (State if now ranged and examined)	Yes
Transverses	Good	Steering Gear (Main and Auxiliary) examined and found	Good	" length 330 fms (on board) mean diam. 2 3/4" SQ	
Floors	Good	Windlass examined and found	Good	" Rule Length 330 fms Size 2 13/16" SQ	
Keelsons	Good	Pumps " " "	Not Exd.	Hawsers and Warps	Sufficient
Stringers	Good	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	
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.)

Transverse bulkhead horizontal girder plating cracked at toe of face bar in way of connection of horizontal girder to longitudinal bulkhead.

Horizontal girder plating in way cropped and part renewed. Horizontal easing bracket fitted between face bar of girder and longitudinal bhd. (6).

Welding at toe of connection of longitudinal bhd, vertical bracket to bottom transverse cracked.

Cracked welding cut out, pad piece inserted at toe and vertical easing bracket fitted between face bars of bracket and bottom transverses.

Transverse bulkhead horizontal girder - parts badly pitted.

Girder in way cropped and part renewed (17).

No. 3 C.O.T. (Cr.) - Fr. No. 87 (P. & S.)

No. 2 C.O.T. (Cr.) - No. 2 Hor. Girder (p.) - 1

No. 3 Hor. Girder (s.) - 1

Cont'd/...

Survey Fee Part 55 \$94,500.-

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 9,000.-  
Special Attend. Fees 6,500.-  
Travelling Expenses (if chargeable)

Date when A/c. Rendered

FEB 18 1960

22 FEB 1960

Rpt.

Port of

KOBE

Continuation of Report/No. 7479 dated 13th Feb., 1960 on the

S.S. "KOHO MARU"

No. 3 C.O.T. (Cr.) - No. 3 Hor. Girder (P. & S.) - 2  
No. 4 C.O.T. (p.) - No. 2 Hor. Girder - 2.  
No. 4 C.O.T. (Cr.) - No. 2 Hor. Girder (P. & S.) - 5.  
No. 3 Hor. Girder (P. & S.) - 4.  
No. 4 C.O.T. (s.) - No. 2 Hor. Girder - 2.

Transverse bulkhead horizontal girders, part worn Girder in way part doubled (7).  
No. 4 C.O.T. (p.) - No. 3 Horiz. Girder - 2  
(s.) - No. 2 Horiz. Girder - 2  
- No. 3 Horiz. Girder - 3

No. 1 transverse bulkhead horizontal girder (p.) in Girder in way faired in place and additional  
No. 3 C.O.T. (p.) part buckled. flat bar transverse stiffener fitted on under-  
side between adjacent F. & A. bracket and flat  
bar stiffeners.

Welding of side transverse horizontal bracket (in line Cracked welding cut out and rewelded.  
with top face bar of cross tie) to vertical flat bar Vertical tie brackets connecting transverse  
of transverse cracked slightly. horizontal bracket, top face bar of cross tie and  
vertical face bar of transverse fitted inboard  
and outboard (4).

No. 10 C.O.T. (s.) - No. 2 cross tie.

Hatch cover F.B. stiffeners of hatches to Nos. 2 & 4 Renewed (8).  
C.O.T. (P. & S.) thin.

Scattered pitting on bottom shell, transverse bulkhead Made good by electric welding.  
horizontal girders, face plates of cross ties etc. in  
centre and wing tanks examined.

Rudder - lower gudgeon lignum vitae bush Renewed.

4 air pipe gauze wires renewed.

Commencement of Special Survey (B)

Due 3, 61 Vessel now 6 8/12 years old.

Now Done:-

Internally examined and tested - See Table 1 of Report.

To Complete Special Survey

All rule requirements with the exception of the above mentioned items.

J.R.