

Rpt. 8

Date of writing Report 25th Oct., 1961

When handed in at Local Office

Port

Received

Survey held at Aioi

No. of Visits 2

First Date 9th Oct. 1961

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.

33733

on the ~~1000~~ Steel M.S.

"TEN-EL MARU"

Built at

Nagoya

By Whom

Nagoya Zosen

Tons gross 7629
Year 1955 Month 8

Owners

Kyoei Tanker A.K.

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

Managers

Port of Registry Kobe

Surveyed Afloat or in Drydock Drydock

Name of Dock Ishikawajima-Harima Heavy Ind. Ltd.

Date of last examn. in Drydock 13/10/61

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

Last Report: No.

Port

To be filled in at Head Office.

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.

Give dates and references to any letters relating to this Report

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

100A1

+LMC

SS 6,59

Engine 6,59

DS 10,60

Boiler 6,59

LF at Btm

Tailshaft CL 9,58

pt E.W.

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, Owners

Freeboard as marked on ship and now verified

Not known

Superintendent, not required.

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

EXAMINATION AND REPAIRS AS PER RULE FOR

Docking and Damage

Damage stated caused by:

- 1) Contact with wharf at Puerto Cabello, Venezuela on 15th December, 1960.
- 2) Contact with wharf at Guanta, Venezuela on 16th and 17th December, 1960.
- 3) Contact with pontoon wharf at Puntarenas, Costa Rica on 29th March, 1961.
- 4) Contact with wharf at Callao, Peru on 11th April, 1961.
- 5) Contact with wharf at Galveston, U.S.A. on 20th August, 1961.

Damage 1: In way of No.3 hold (starboard side) Shell strake E11 (plates numbered from aft).

Indented. Renewed. Frames 98 - 107 inclusive. Slightly buckled. Faired in place. Shell plates D11,12, E10,12 G10,11. Slightly indented. Faired in place.

Damage 2: In way of No.2 hold (port side) Shell plate H12, J12, L13. Indented. Renewed. G13, H11,13, J11,13, L12,14, M15,16. Slightly indented. Faired in place. Side frames 122 - 131 inclusive slightly buckled. Faired in place.

In way of No.4 hold (port side): Shell plates J6. Indented. Renewed. H6, J5,7, L7 slightly indented. Faired in place. Side frames 40 - 51 inclusive. Slightly buckled. Faired in place.

Damage 3: In way of deep tank (port side). Shell plate J10. Slightly indented. Faired in place. Side frames 85 - 89 inclusive. Slightly buckled. Faired in place.

Damage 4: In way No.4 hold (port side). Shell plates H5. Indented at forward end. Cropped and part renewed. L6 Indented. Renewed. G6, H5,6, J5, L5,7, M6,7 Slightly indented in place.

CONTINUATION OVER

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	7 + 1 part	-						
Removed and Faired or Repaired	-	-						
Faired or Repaired in place	32	53						

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, B73980 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 eligible in my opinion to remain as classed with record of docking 10,61.

Date of Committee

Minute

NOTE RB.

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

TUESDAY - 5 DEC 1961

NOTED FOR POSTING

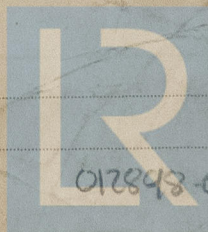
DS 10.61

TS 10.61

ABS 10.61

SPS 10.61

With Kob (m)



© 2021

Lloyd's Register
Foundation

012893-012906-0191

DISCLOSED
SECTION

No.

858 A

	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Weather Decks, Superstructures and Casings	Yes	F.P. Tank		
Hatchways, Covers, closing and securing appliances	Yes	A.P. "		
Ventilator coamings, skylights, companionways and closing appliances	Yes	D.B. Tanks (Indicate Oil Fuel) and Cofferdams		
Holds	No	Fresh Water Tanks		
		Deep Tanks		
'Tween Decks	No	Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	No	Side Tanks		
After " "	No	Wing Tanks		
Engine Space	No	Other Tanks		
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	No			
Tunnel and Well	No	Cofferdams		
Coal Bunkers	-	Pump Rooms		
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums in Cargo Tanks (of Tankers) been removed?	No	
		Have Tanks been Retested as necessary after completion of any Repairs?		

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 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? Not applicable

Has a Load Line Survey been held? Yes If so, state which Annual by NK

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	Not Exd.	Air and Sounding Pipes	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 (State if wedges removed)	from deck
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Not Exd.
Beams and Fastenings	Not Exd.	Companionways and Skylights	Good		
Frames	Good	Shell Openings	Not Exd.	EQUIPMENT	
Reverse Frames	Not Exd.	Ash Shoots	None	Equipment Letter	b+ 2 1/16" S
Longitudinals	Not Exd.	Overboard Discharges and Scuppers	Not Exd.	Anchors, No. of	3B Condition Good
Transverses	Not Exd.	Freeing ports	Good	Cables (State if now ranged and examined)	Not ranged
Floors	Not Exd.	Steering Gear (Main and Auxiliary)		" length (on board)	Stated mean diam. Complete
Keelsons	Not Exd.	examined and found	Good	" Rule Length	300 fms Size 2 1/16" S
Stringers	Not Exd.	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	Not Exd.	W.T. Doors " " "	Not Exd.	now been supplied or retested, if so	
				complete Report 8(Eq) and attach.	

S.R.L. Appendix

Have conditions (A) or (B) of Class (if any) been dealt with? A) None See Below S.R.L. 183

S.R.L. Appendix - None

REMARKS, REPAIRS, Etc. (Contd.) Damage 4 (Continued): Side frames 32 - 39 inclusive. Slightly buckled. Faired in place.

Damage 5: Inway No. 2 Hold (starboard side). Shell plates H12. Indented. Renewed. G13, H11, J12. Slightly indented

Faired in place. Side frames 122 - 131 inclusive. Slightly buckled. Faired in place.

All side shell repairs examined and hose tested on completion and found satisfactory.

A number of minor repairs also effected at this time.

Survey Fee DS £ 15,000.-

Special Damage or Repair Fee (if any) 25,000.-

Travelling Expenses (if chargeable) 4,000.-

Second Surveyor's Fee (if any)

Date when A.R. Rendered

© 2021

Gloyd's Register Foundation

NOV - 6 1961