

16 APR '63

Ship's Name ~~SS~~/MS "KOSOH MARU"

Gross tons 9205

Is there a rpt. 9? Yes

Port KOBE

Rpt. No. 11454

No. of visits 3

First date 18th March, 1963 Last date 22nd March, 1963

Interim Cert. issued Yes,
& copy herewith? B- 87600Damage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

8568 N/MS

Date of
completing rpt. 28th March, 1963

Surveyed at, if different from Port above

Osaka

Surveyed afloat
and/or in D.D.

Dry Dock

Last date of examination in D.D.

22/3/63

Has a Load Line
Survey been held?

No

Freeboard Marks verified

Yes

State which additional Rpt. 8 is attached: (C)/ (PS); (D)/ (V)/ (A)/

Survey fees
DS

¥10,500.-

Damage fee

¥20,000.-

Expenses

¥3,000.-

S.A. fee /

I have surveyed the above ship in accordance with the Rules for Docking, Annual Survey and Damage stated to have been caused by (1) contact with pier at New York on the 25th Sept., 1962 situated on starboard side shell, (2) contact with pier at Norfolk on the 31st January, 1963 situated on starboard side shell.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Repairs for Damage 1

Shell (Plates numbered from aft).

Renewed Starboard HL4 (1).

Faired in place Starb'd HL4, HL3, 15 (3).

1 Main frame cropped, removed, faired and replaced.

Shell hose tested on completion of repairs and proved satisfactory.

Repairs for Damage 2

Shell (plates numbered from aft)

Renewed Starboard G5 (part) G6, G13 (3).

Faired in place Starb'd FL3, G5, 7, 12, 14 (5).

10 Main frames cropped and part renewed.

Four beam knees faired in place.

Shell hose tested on completion of repairs and proved satisfactory.

Cont'd/-

I recommend that this ship remain as classed with/without fresh record of dry docking 3,63.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

ht Date of Committee

TUESDAY - 7 MAY 1963

Minute

DS 3.63, without spl cdu (h & m)

H.B. McQueen
Surveyor to Lloyd's Register of Shipping

H.B. McQueen

ALSO FOR

SPL FOR

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action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

S.R.L.:- Interim Certificate issued at Newport News on the 1st February, 1963 made vessel's class "subject to shell plates No.5, 6, 14, 15 starb'd side in 3rd strake below main sheer also shell frames in No.2 Hold being dealt with as recommended at a port in Japan upon **termination** of the present voyage". These items have now been dealt with (please see damage 2). It is accordingly submitted these items be deleted from list.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed	4(1 part)	10(part)	-	-	
Removed and faired or replaced	-	1(part)	-	-	
Faired or repaired in place	8	-	-	-	



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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name ~~SS~~/MS "KOSOH MARU"

S.S. () Due

Port

KOBE

Rpt. No. 11454

	<u>Examined & condition</u>		<u>Examined & condition</u>
In dry dock from	18th Marcy, 1963	* Air & sounding pipes	Yes, above deck, Good
" " " to	22nd March, 1963	Doublers under " "	Not Exd.
Shell plating	Yes, Good	Steering arrangements (main)	Yes, Good
Sternframe	Yes, Good	" " (aux)	Yes, Good
Rudder	Yes, Good	Windlass	Yes, Good
Was rudderlifted?	Yes	Masts & rigging	Yes, Good
Plating, etc. in way of shell openings	Yes, Good	Hand pumps & suction	Not Exd.
Side scuttles & deadlights	Not Exd.	W.T. doors	Yes, Good
Overbd. scuppers & discharges	Not Exd.	Bulwarks, freeing ports, etc.	Yes, Good
F.P. spaces	Not Exd.		
Chain locker	Not Exd.	Summer freeboard as verified	10'-6 3/4" ✓
A.P. spaces	Not Exd.		
Engine space	Not Exd.		
Boiler space	Not Exd.	<u>EQUIPMENT:</u>	
Under E. & B.	Not Exd.	Equipment letter	et 2 1/2 SQR
Coal bunker	None	Fee ltr., if diff. from eqpt. ltr.	
Tunnel & well	Not Exd.	Anchors: No. on board	3B 1S
Cement, asphalt, etc., on btm. shell	Not Exd.	State if ranged	Ranged
Weather decks	Yes, Good	Length on board	20 lengths
* Casings	Yes, Good	Mean dias. range from	56 to 57
* Deckhouses	Yes, Good	Rule length	20 Lengths Dia. 57 mm
* Superstructures	Yes, Good	Mooring ropes	Yes, Good
* Skylights	Yes, Good		
* Companionways	Yes, Good		
* Hatchways	Yes, Good		
* Ventilators	Yes, Good		
Other items:	-		

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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A. B. McQueen
 Surveyor to Lloyd's Register of Shipping
 H. B. McQueen

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