

Rpt. 8

Port KOBE

No. 6428

Date of writing Report 3rd Feb., 1959

When handed in at Local Office FEB. 13. 1959

Received London

20 FEB 1959

Survey held at Hiroshima

No. of Visits 6

First Date 21st Jan. 1959

Last Date 1st Feb., 1959

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.

6/92812

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

"OCEANIA MARU"

Tons gross 8906

Year Month

When 1958

7

Built at Hma.

By Whom Mitsubishi Zosen

Owners Mitsubishi Kaiun K.K.

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

Managers

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock Hiroshima (Mitsubishi)

Date of last examn. in Drydock 22/1/59

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

Last Report: No.

6032

Port

Kobe

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

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

to Owners not required

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

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

EXAMINATION AND REPAIRS AS PER RULE FOR Dry Docking, Alteration to Midship Deep Tanks and Damage stated cause and date unknown.

Now Done for Damage: Ship placed in Dry Dock.

Approx. 15 feet of badly distorted Bilge Keel (p.s.) amidships cropped and part renewed.

The shell in way of above damage specially examined and no evidence of any damage to shell could be found.

Now Done for Alteration

A new transverse bulkhead constructed inside the existing midship deep tank P. & S. on frame 67, making 4 midship deep tanks where previously there were two.

All the necessary girders and stiffening incorporated in the new tanks as per rule and approved plans enclosed for reference.

On completion of the above alteration all four tanks satisfactorily pressure tested and also heating coils which were fitted satisfactorily tested under steam pressure.

No. 6 double bottom tank in way of the above deep tanks pressure tested and tank top found sound and tight.

On completion of the above alteration the Owner requested that these tanks be recorded for the carriage of vegetable oil in bulk.

It is therefore recommended that the notation be made in the Register Book, carrying vegetable oil in midship deep tanks.

It is also recommended the register book be amended in respect to the capacity of the midship deep tanks which should now be as follows, 1754.8 Tons, and not 1782 K.Tons as reported in 1st Entry Report.

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

If so, is the Report sent now, or when will it be sent?

by the

Shimonoseki Surveyors.

Is Classification Certificate required? If so, to be sent to -

Has Interim Certificate been issued? Yes, B-54790, 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 my opinion to remain as classed with record of Dry Docking Survey 1,59 and to have notation of carrying vegetable oil in midship deep tanks.

hnd = RB DTA Veg oil

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

TUESDAY 24 MAR 1959

Date of Committee

Minute

Amend class to: +100A1 "DTa vegetable oil"
and assign: DS, 159

Noted
for
Header

40m, 3,58 T.

Note R.B.



© 2021

Lloyd's Register
Foundation

013224-013234-0158

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR			Dry Docking & Alteration		SURVEY	
Items	Now Examined	Tanks	Now Examined Internally	Now Tested		
	YES NO or NONE					
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Good	F.P. Tank	No	No		
Rudder lifted	No					
	Good	A.P. "	No	No		
Weather Decks, Superstructures and Casings	Good	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No.6 P.& S.(OF or WB)	No.6 P.& S.(OF or WB)		
Hatchways, Covers, closing and securing appliances	Good		See alteration	See alteration		
Ventilator coamings, skylights, companionways and closing appliances	Good					
		Fresh Water Tanks	No	No		
Holds	/	Deep Tanks	See alteration	Yes	Yes	
		Oil Fuel Bunkers and Settling Tanks	/	/	/	
'Tween Decks						
		Side Tanks				
Fore Peak Spaces		Wing Tanks				
After " "		Other Tanks				
Engine Space						
Boiler "		Cargo Tanks (Tankers)				
Under Engines and Boilers						
		Cofferdams				
Tunnel and Well						
Coal Bunkers						
Chain Locker						
Other Spaces		Pump Rooms				
	</					

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? Not required

Have the bilges been cleaned out and examined? Not required 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? No If so, state which None

Have the shell and deck plating been drilled as per Rule? Not required If so, Report 8(Dr) to be attached None

Have any alterations to the approved scantlings and arrangements now been effected? Yes (See alteration) 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 or Asphalt	Not Exd.	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	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	d+ 2 1/4 SQ
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition Good
Longitudinals	Good	Freeing ports	Good	Cables (State if now ranged and examined)	Not ranged
Transverses	Good	Steering Gear (Main and Auxiliary)	—	" length (on board)	Stated complete
Floors	Good	examined and found	Good	" Rule Length	300 ftms. Size 2 3/16 SQ
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Good	Pumps	Not Exd.	State if any Anchors or Chain Cable have) No
Inner Bottom Plating	Good	W.T. Doors	Not Exd.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Good			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.)

In this respect it is regretted the double bottom capacities, etc., were also reported as K. tons in the 1st Entry report.

The correct capacities for record in Register Book should be as follows:— (new capacity plan enclosed)

Double bottom aft 458.5 Tons S.W.
 " " forward 648.8 Tons S.W.
 Fore Peak Tank 221.7 " "
 Aft Peak Tank 147.4 " "
 No.8 Tunnel side tank
 aft 144.8 " "
 Minor wear and tear repairs carried out.

Survey Fee DS 415.000
 alteration 25.000
 Special Damage or Repair Fee (if any) 3.000
 Travelling Expenses (if chargeable) 21.000

Second Surveyor's Fee (if any)

Date when A/c. Rendered

© 2021

FEB. 16, 1959.

LOCALLY