

Rpt. 8

Port KOBE

No. 10595

Date of writing Report 7th July, 1962

When handed in at Local Office 9th July, 1962

Received London

Survey held at Nagoya

No. of Visits 3

First Date 11th June, 1962

Last Date 18th June, 1962

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.

37587

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

"NEW YORK MARU"

Tons gross 7789

Built at

Nag.

By Whom

Nagoya Zosen

When

1952

Month

11

Owners

Nippon Yusen Kaisha

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Tokyo

Surveyed Afloat or in Drydock

Drydock

Name of Dock

Nagoya S.B. Co., Ltd., Nagoya

Date of last examn. in Drydock

18/6/62

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

Last Report No.

4126

Port

YMA

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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC
DTsa - oil FP above 150° F. or veg. oil	Engine CS 8,60
	Boilers A 9,61
	Tailshaft CL 8,61
SS 8,60	Steampipes 12,59
DS 9,61	

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 Owners' Rep.

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

stated not required by Owners

Was a damage report made by anyone else? If so, by whom? Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Docking and Annual Survey, Alterations and Damage stated to have been

caused by contact with pier wall at Jeddah on the 4th April, 1962.

Damage: (Shell plates numbered from aft).

Upper side shell plates J15, L14, M8 and M10, all starboard side found to be heavily indented between frames.

Repairs:- Shell plates J15, L14 and M8 cropped and partly renewed, shell plate M10 faired in place.

On completion, the repairs were hose tested and found to be satisfactory.

Alterations:-

Arrangement of bridge tween decks cargo space modified to incorporate new pump room for newly fitted hydraulic winches serving Nos. 2 & 3 cargo spaces.

Existing steel transverse bulkhead on frame 132, s.s., removed.

New steel transverse bulkhead fitted at frame 130, s.s., from ship's side to existing derrick post. Bulkhead plating 7mm thick stiffened by 90mm x 9mm F.B. stiffeners spaced 740mm apart, sniped top and bottom.

Existing steel longitudinal bulkhead, 5,820mm to starboard of centre line, extended aft to frame 130.

New steel longitudinal bulkhead, 7mm thick, fitted from frame 131 to frame 134, connected diagonally with 7mm plating to derrick post on frame 130.

CONTINUATION OVER

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	3 ptly							
Removed and Faired or Repaired	-							
Faired or Repaired in place	1							

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-80600 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 far as now surveyed, is eligible in my opinion to remain as now classed in the Register

Book with fresh record of DS 6,62.

D.S. 6,62
Apply as before (P. 103)
Final Surveyors to note
31/7/62

W.M.C.
ht

K. Urayama
Surveyor to Lloyd's Register of Shipping
K. Urayama

Date of Committee

MONDAY 13 AUG 1962

Minute

DS 6 62

NOTED FOR REGISTER

Noted for Head



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Lloyd's Register Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking, Annual and Damage SURVEY & Alteration

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		
Rudders 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	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks		No
Hold	No	Oil Fuel Bunkers and Settling Tanks		
Tween Decks	Yes	Side Tanks		
Bridge tween decks	Yes	Wing Tanks		
Fore Peak Spaces	No	Other Tanks		
After " "	No	Cargo Tanks (Tankers)		
Engine Space	No	Cofferdams		Not applicable.
Boiler "	None	Pump Rooms		
Under Engines and Boilers	No			
Tunnel and Well	None			
Coal Bunkers	No			
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?		Not required.
		Have Strums in Cargo Tanks (of Tankers) been removed?		Not applicable.
		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? 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? No

Has a Load Line Survey been held? No If so, state which -

Have the shell and deck plating been drilled as per Rule? Not applicable. If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? Yes 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	above deck 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 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	Not Exd.	Shell Openings	-	EQUIPMENT	
Frames	Not Exd.	Ash Shoots	-	Equipment Letter	dt 2 3/16" SQ
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition Not Exd.
Longitudinals	-	Freeing ports	Good	Cables (State if now ranged and examined)	Not ranged
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board)	Stated 300 fms mean diam. 2 3/16
Floors	Not Exd.	Windlass examined and found	Good	" Rule Length	Size Stated Sufficient
Keelsons	Not Exd.	Pumps	Not Exd.	Hawsers and Warps	Stated Sufficient
Stringers	Not Exd.	W.T. Doors	Not Exd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Not Exd.			now been supplied or retested, if so,	
Bulkheads and Tunnel	Not Exd.			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.) Alterations (Continued)

New opening cut in bridge front bulkhead (frame 134) giving access to new deck store space (inboard). Opening 1500mm x 600mm with 380mm sill height, closed by steel W.T. door, operable both sides.

New spaces adequately drained and ventilated.

On completion the new bulkheads and new W.T. door were hose-tested with satisfactory results.

Remeasurement of tonnage conducted by Japanese Measurement Authorities.

New Gross Tonnage: 7789.36 tons.

New Net Tonnage: 4373.94 tons.

Wear and Tear Repairs:— Minor repairs only effected at this time.

Survey Fee 05 ¥15,000.-

Alterations 20,000.-

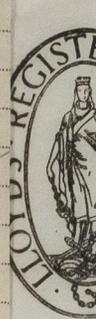
Special Damage or Repair Fee (if any) 10,000.-

Travelling Expenses (if chargeable) 6,650.-

Second Surveyor's Fee (if any)

Date when A/c. Rendered JUL 16 1962

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