

Rpt. 8

Port KOBE

No. 7692

Date of writing Report 4th May, 1960

When handed in at Local Office

MAY - 9 1960

Received London

Survey held at Osaka

No. of Visits 5

First Date 29th March 1960

Last Date 7th April, 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.

36495

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

"YAMAHIME MARU"

Tons gross 7524

Built at

Tmn

By Whom

Mitsui Zosen

When

Year 1953

Month 4

Owners

Yamashita Kisen K.K.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Tokyo

Surveyed Afloat or in Drydock

Both

Name of Dock

Fujinagata Zosen

Date of last examn. in Drydock

5/4/60

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

Last Report: No.

7289

Port

KOB.

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	Machinery
Date of Special and of Drydocking Surveys, etc.	
100A1	LMC
SS 2,57	Engine CS 2,57
DS 10,59	Boiler d 4,59
	Tail shaft CL 4,59

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,

Freeboard as marked on ship and now verified

ft ins

not required.

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

Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Docking, Commencement of Periodical Special Survey 'B' due 2,61, Ship 8 years old, and damage stated to have been caused through:-

- 1) Grounding at waterbreak at River Ibi, Aichi, Japan under the typhoon "VERA" on the 26th September, 1959.
- 2) Contact with submerged objects on the 18th February, 1960 whilst on a voyage from Tacoma to Longview.

Damage:- Plates numbered from aft.

- 1) Found keel plates K12 and K13 and bottom shell port side plates A9, A10, A11, B9, E13, E14 and starboard side plates A10, A11, B9, set in in way of Nos. 1 and 2 double bottom tanks.
- 2) Found port side shell plates, F14, F15 and F16 set in slightly in way of fore peak tank and No.1 hold.

Now Done:-

- 1) Keel plate K113 renewed and K112 faired in place, port side bottom shell plates A10 and B9 renewed, and A9, A11, E13 and E14 faired in place.

Starboard bottom shell plates A10, A11 and B9 faired in place, centre girder plate 6 half height girders, 9 side girder plates and bottom flanges 9 part cropped, faired and refitted and 9 part faired in place, and floor plates removed, faired and refitted and 11 faired in place in Nos. 1 & 2 double bottom tanks.

Upon completion of repairs, Nos. 1 & 2 double bottom tanks were water pressed and found satisfactory.

- 2) Port side shell plates F14, F15 and F16 faired in place.

Upon completion of repair, fore peak tank was water pressed and shell plates in way of repair were hosed tested and found satisfactory.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	3		9	7				Centre and side girder in Nos.1&2 dbt repaired.
Removed and Faired or Repaired			9	11				
Faired or Repaired in place	11							

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-63565 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 fresh record of DS 4,60 and to have the notation SS (with date) when the special survey is completed.

Surveyor to Lloyd's Register of Shipping
K. Urayama

Date of Committee

MONDAY 13 JUN 1960

Minute

DS 4,60 without spl edn

40m,3,58 T.

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TABLE 1

Docking, Commencement of S.S.(B) and Damage 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	Yes		F.P. Tank	No		Yes
Rudder lifted	Yes		A.P. "	No		No
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	No.1(W.B.) Yes <input checked="" type="checkbox"/>	No.1 (W.B.) Yes <input checked="" type="checkbox"/>	
Hatchways, Covers, closing and securing appliances	Yes			Nos. 2 & 3(O.F.) Yes <input checked="" type="checkbox"/>	Nos. 2&3(O.F.) Yes <input checked="" type="checkbox"/>	
Ventilator coamings, skylights, companionways and closing appliances	Yes			L.O.D.T. Yes	L.O.D.T. Yes	
Hold	Nos. 1,2 & 3		Fresh Water Tanks	No		No
			Deep Tanks	No		No
Tween Decks	Nos. 1,2 & 3		Oil Fuel Bunkers and Settling Tanks	No		No
			Side Tanks	None		None
Fore Peak Spaces	No		Wing Tanks	None		None
After " "	No		Other Tanks			
Engine Space	No		Cargo Tanks (Tankers)			
Boiler "	None					
Under Engines and Boilers	No		Cofferdams		None	
Tunnel and Well	No		Pump Rooms			
Coal Bunkers	None					
Chain Locker	No					
Other Spaces	-					
						Yes
						None
						Yes

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? Yes Has cement in bottom been examined? Yes

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? Yes If so, state which Annual by J.G.

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached No

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	Good	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	None	Chain Locker	Not Exd.
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	Good	Equipment Letter	b+ 2 3/16" SQ
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition Good
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Good	" length	300 fms / mean diam. 2 2/16" SQ
Floors	Good	Windlass examined and found	Good	" Rule Length	300 fms Size (2 1/16" SQ)
Keelsons	Good	Pumps " " "	Not Exd.	Hawsers and Warps	Sufficient 2 5/16
Stringers	Good	W.T. Doors " " "	Not Exd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Good			now been supplied or retested, if so,	
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) ~~and (B)~~ (B) of Class (if any) been dealt with? Yes, See Below

1) Shell plates F10 and G11 (port side) from aft have now been faired in place. Upon completion of repair, shell plates in way of repairs were host tested and found satisfactory.

REMARKS, REPAIRS, Etc. (Contd.)

2) Indented bottom shell plates A10 and B9 (starb'd) from aft have now been dealt with (see damage 1).

It is recommended that the above items might be removed as condition of ship's class.

Survey Fee Part SS \$15,000.- Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 40,000.- Date when A/c. Rendered MAY - 9 1960

Travelling Expenses (if chargeable) 3,500.-

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