

25 NOV 1963

Ship's Name SS/MS "OHMINESAN MARU" Gross tons 20202
Is there a rpt. 9? Yes Port KOBE Rpt. No. 12075
No. of visits 2 First date 11th Oct., 1963 Last date 12th Oct., 1963
Interim Cert. issued Yes, Damage rpt. issued & copy herewith? B-93748 & copy herewith? No Last rpt. (H.Q. only)
Date of completing rpt. 4th Nov., 1963 Surveyed at, if different from Port above Aioi, Japan
Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 12th Oct., 1963
Has a Load Line Survey been held? Yes (NK) Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (C/11); (PS); (DR); (V); (A); (H)

Survey fees

Damage fee

Expenses

DS \$15,000.-
Compl. S.S. Bully charged by KOBE Rpt. No. 11100.

S.A. fee

I have surveyed the above ship in accordance with the Rules for Docking, Completion of Special Survey
'A' due 2,63. Ship 4 9/12 years old.

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

Completion of Special Survey:Now Done:Pressure tested and found tight the following tanks

No. 3 D.B. oil fuel tanks (P. & S.)

D.B. diesel oil tank (S.).

No. 1 oil fuel settling tank.

No. 1 oil fuel service tank.

Boiler oil tank (S.)

Wear and Tear Repairs: Minor repairs effected at this time.Condition of Class: (S.R.L. 208)

Indented shell plating and internals in way at fore end of No. 2 cargo tank (p.s.) to be specially examined and dealt with as found necessary by completion of Special Survey.

The above shell plating was specially examined and found to remain efficient. The Owners superintendent requested that this item be deferred until next dry docking as time was not available at present to carry out the above repair.

Cont'd/-

I recommend that this ship remain as classed with ~~xxxxx~~ fresh record of dry docking 10,63 and to have the notation of SS 10,63 subject to indented shell plating in way of fore end of No. 2 wing cargo oil tank (port side) being specially examined and dealt with as necessary at the next dry docking.

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

Date of Committee

TUESDAY 17 DEC 1963

Minute

DS 10,63, subject
S.S. 12,62

H. McLean

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

014887-014898-0064 1/2

17.12.63 D

This request is considered reasonable and it is submitted that the above condition of class remain to be specially examined and dealt with as necessary nest dry docking.

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 | | | | | |
| Removed and faired or replaced | | | | | |
| Faired or repaired in place | | | | | |
| | | | | | |



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Rpt. 8 (P.S.) TANKER

Ship's Name SS/M/

"OHMINESAN MARU"

S.S. (

) Due

Port

KOBE

Rpt. No. 12075

| Examined & condition | | Examined & condition | |
|--|-----------------|-------------------------------|--|
| In dry dock from | 11th Oct., 1963 | * Hatchways | Good |
| " " " to | 14th Oct., 1963 | * Ventilators | Good |
| Shell plating | Good | * Air & sounding pipes | Good |
| Sternframe | Good | Doublers under sounding pipes | Exd. |
| Rudder | Good | Steering arrangements (main) | Good |
| Was rudder lifted? | No | " " (aux) | Good |
| Plating, etc. in way of shell openings | Good | Windlass | Good |
| Side scuttles & deadlights | Good | Masts & rigging | Good from deck |
| Overbd. scuppers & discharges | Good | Hand pumps & suctions | Not Exd. |
| Hold | Not Exd. | W.T. doors | Good |
| F.P. spaces | Not Exd. | Bulwarks, freeing ports, etc. | Good |
| Chain locker | Not Exd. | Summer freeboard as verified | 3.537 M |
| A.P. spaces | Not Exd. | <u>EQUIPMENT:</u> | |
| Engine space | Not Exd. | Equipment letter | P† 2 13/16" SQ |
| Boiler space | Not Exd. | Anchors: No. on board | 3B |
| Under E. & B. | Not Exd. | Cables { | State if ranged Yes |
| Coal bunker | Not Exd. | | Length on board 330 fms |
| Tunnel & well | Not Exd. | | Mean dias. range from 2 25/32" to 2 13/16" |
| Cement, asphalt, etc., on btm. shell | Not Exd. | | Rule length 330 fms Dia. 2 13/16" SQ |
| Weather decks | Good | Mooring ropes | Sufficient |
| * Casings | Good | Other items: | |
| * Deckhouses | Good | | |
| * Superstructures | Good | | |
| * Skylights | Good | | |
| * Companionways | Good | | |

| EXAMINED & CONDITION | | TANKS | TESTED & CONDITION | |
|----------------------|-----------|-----------------|--------------------|-----------|
| PORT | STARBOARD | | PORT | STARBOARD |
| | | F.P. Tank | | |
| | | A.P. Tank | | |
| | Not Exd. | Deep Tank No. 1 | | Not Exd. |
| | | " " No. 2 | | |

For other tanks see overleaf

* 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".

| EXAMINED & CONDITION | | | | TANKS | TESTED & CONDITION | | | | |
|----------------------|------------|-------------|-----------|--|--------------------|------------|-------------|-----------|--|
| Port | Port Ctre. | Stbd. Ctre. | Starboard | | Port | Port Ctre. | Stbd. Ctre. | Starboard | |
| | | | | No. 1 Cargo tank | | | | | |
| | | | | „ 2 „ „ | | | | | |
| | | | | „ 3 „ „ | | | | | |
| | | | | „ 4 „ „ | | | | | |
| | | | | „ 5 „ „ | | | | | |
| | | | | „ 6 „ „ | | | | | |
| | | | | „ 7 „ „ | | | | | |
| | | | | „ 8 „ „ | | Not Tested | | | |
| | | | | „ 9 „ „ | | | | | |
| | | | | „ 10 „ „ | | | | | |
| | | | | „ 11 „ „ | | | | | |
| | | | | „ 12 „ „ | | | | | |
| | | | | Pump room forward | | | | | |
| | | | | „ „ amidships | | | | | |
| | | Not Exd. | | „ „ aft | | | | | |
| | | | | Cofferdams | | | | | |
| | | | | | | | | | |
| | | | | Structure around cargo suction pipe strums | | | | | |
| | | | | O.F. bunkers | | | | | |
| | | | | No.1 O.F. Settling tanks | | | Good | | |
| | | | | D.B. tanks | | | | | |
| | | | | Diesel Oil (S) | - | | - | Good | |
| | | | | No.3 O.F. (P&S) | Good | | - | Good | |
| | | | | | | | | | |
| | | | | D.B. cofferdams | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | Other items | | | | | |
| | | | | No.1 O.F. service | - | | Good | - | |
| | | | | Boiler Oil | - | | - | Good | |
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