

24 JUL 1953

(Received at London Office)

No. 1022

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 10th July 1953 When handed in at Local Office 10th July 1953 Port of YOKOHAMA  
 No. in Reg. Book Survey held at KAWASAKI Date, First Survey 29th June Last Survey 6th July 1953  
 (No. of Visits 3)

13586  
 on the Wood, Iron or Steel S.S. "YKUSHIMA MARU"  
 TONNAGE: Built at Nagasaki By whom Mitsubishi Jukogyo K. K. When 1949  
 GROSS 2245 Owners Messrs. Hamane Kisen K. K. Owners' Address  
 UNDER 1924 Managers Kanagawa Shipyard, Port belonging to Tokyo  
 NET 1224

Surveyed Afloat or in Dry Dock? Both Name of Dock Kawasaki Destined Voyage  
 Cell DBor DBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 Only alterations in the existing records of tanks should be inserted.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 423 Port Kōb.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and in detail the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacements Anchors or Chains, is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Offered and declined. Was a damage report made by anyone else? If so, by whom? Not Known.

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking and Damage.

## Now Done

Vessel placed in drydock, shell plating cleaned, examined and recoated.

Generally examined decks, casings, hatchways, ventilators, companionways windlass, Steering gear and general equipment and all found or now placed in efficient condition.

Damage (1) stated to have been sustained by contact with submerged logs whilst on voyage Yokohama to Otaru on the 20th February 1953.

Found Shell A 11 (SS) indented locally approximately 1" between frames.

Shell plate F 11 (SS) indented slightly in two frame spaces on upper part of plate.

Shell plate G 10 (SS) indented slightly at fore end of plate.

Shell plate G 11 (SS) indented between frames.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	4	—	—	—	—	—	—	—
Removed and Faird or Repaired	—	5 cropped	—	—	—	—	—	—
Faird or Repaired in place	6	—	—	—	—	—	—	—

PRESENT CONDITION OF THE Parts									
Decks	Efficient	Bulkheads	—	Engine Room Skylights	Efficient	Copper, or Y.M.	—	When fitted	Month
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	—	Year	—
Coamings	"	Cement or Asphalt	—	Oil Bunkers	—	Boats	—	—	—
Beams & Fastenings	"	Rudder	Efficient	Scuppers	Efficient	Masts, Yards, &c.	Efficient	—	—
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	From Deck	—	—
" " in way of sidelights	—	Windlass	"	Hatches	"	(State if wedges removed.)	—	—	—
Frames	Efficient	Have pumps been examined and found efficient?	Not examined	Planking	—	Equipment letter	5	—	—
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	Not examined	Caulking	—	Anchors, No. of	3 B IS	—	—
Longitudinals	None	Have Watertight Doors been examined and found efficient?	Not examined	Treenails	—	Cables (State if now ranged)	Pt ranged.	—	—
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" length mean diamr	—	—	—
Floors	—	Air and Sounding Pipes	Efficient	Transoms, Pointers & Bratches	—	" Rule length Complete size	—	—	—
Keelsons	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	Chain Locker	—	—	—
Stringers	—			" " at other places	—	Hawser & Warps	Sufficient	—	—
Inner Bottom Plating	—			Stringers, Clamps & Shelves	—	Standing and Running Rigging	Efficient	—	—
Have the Tanks been examined internally?	No			Setting	—	Sails	None	—	—
Have the Tanks been tested?	No			State if examined	—				

## General Observations, Opinion as to Class, Recommendation, &amp;c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel so far as now seen is in efficient condition and eligible in our opinion to remain as classed with fresh record of survey 7.53.

Endorsement (B) Indented shell plates A 11, G 4 and 5 (SS) and F 8 (PS) and slightly indented frames 83 to 87 and 90 to 95 (PS) to be dealt with at Owners convenience. B.

Survey Fee (per Section 23)	Docking	¥ 10,000.00	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)		¥ 10,000.00	10/7 1953
Travelling Expenses (if chargeable)		¥ 3,000.00	Received by me,
Second Surveyor's Fee (if any)		2	19

Committee's Minute

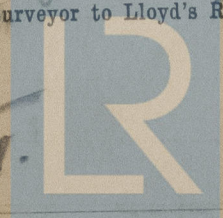
Character Assigned

Write yka

THURSDAY 13 AUG 1953

7.53 yka (with endorsement)  
 357.53

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

015009-015019-0305 1/2

Is Certificate required? If so, to be sent to



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Shell plates F 11, G 10 and H 11 faired in place as necessary.

On completion repairs examined, shell plating hose tested and all found satisfactory.

No repairs were found necessary to A ll Shell plate (SS) being considered efficient meantime.

Damage (2) stated to have been sustained by contact with quay wall at Otaru on the 18th June 1953.

Found Shell plate F 8 (PS) indented slightly in six frame spaces.

Shell plate F 9 (PS) indented slightly in way of forward butt.

Shell plate F 10 (PS) indented at fore and after ends.

Shell plate G 10 (PS) indented locally between frames.

Shell frames 83 to 87 and 90 to 95 very slightly indented in way.

Shell plate G 5 (PS) indented heavily in way of frames.

Shell plate H 7 (PS) indented at aft end of plate between frames.

Shell frames 33 to 37 (PS) indented and slightly buckled.

Shell plate F 9 (PS) faired in place.

" " F 10 (PS) cut off and renewed.

" " G 10 (PS) cut off and renewed.

" " G 5 (PS) cut off and renewed.

" " H 6 (PS) faired in place.

" " H 7 (PS) Faired in place.

(Continued)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

Number of Certificate.	Anchors, &	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
.....	1st Bower														If Tested, state name of Possessor.		
.....	2nd "																
.....	3rd "																
.....	Collective Weight																
.....	Stream																
.....	Kedge																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Shell frames 33 to 37 (PS) inclusive cropped, removed, faired and refitted with welded butts and welded butt/strap.

No repairs were considered necessary to Shell plate F.8 (PS) and due to Owners commitments the repair to shell frames 83 to 87 and 90 to 95 were not dealt with at this time being considered efficient meantime.

... (Continued Sheet No. 2)

"IKUSHIMA MARU"

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It was finally recommended that permanent repairs to indented shell plate F 8 (PS) and slightly indented shell frames 83 to 87 and 90 to 95 be dealt with at Owners convenience (B) being considered efficient meantime.

Damage (3) stated to have been sustained by contact with quay wall at Otaru on 21st March 1953.

Found shell plate G 4 and G 5 (SS) slightly indented locally in one frame space.

No repairs were found necessary at this time.

It was finally recommended that shell plates G 4 and G 5 (SS) be permanently repaired at owners convenience (B) being considered efficient meantime.

(Certificate B) issued - copy attached.

## W &amp; T Reparies

Approximately 1200 scrubbed and corroded rivets in way of shell plate seams A 12, 13 and 14 (P & S) renewed.

Other minor repairs effected.