

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th July, 1952. When handed in at Local Office 19 Port of KOBE

No. in Survey held at Aioi Date, First Survey 8th April, 1952 Last Survey 29th April, 1952

Reg. Book. 27087 on the Wood, Iron or Steel S.S. "SHUNKEI MARU" (EX. "BIRCH BANK")

Built at Glasgow By whom D. & W. Henderson Co., Ltd. When 1921 MONTH 11

Owners Kato Senpaku K.K. Owners' Address No. 7 3-chome, Sakura Tsukamoto-cho, Toyonaka-shi, Osaka Pref.

Managers \_\_\_\_\_ Port belonging to Osaka

or in Dry Dock? Both Name of Dock Harima Shipbuilding and Engineering Co., Ltd. Destined Voyage \_\_\_\_\_

feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee

tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

alterations in the existing records should be underlined.

Port, No. 11701 Port mel

when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete

repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to

where the Surveyor has not made a special damage report he is required to state whether he

services for this purpose and to whom and why they were declined

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

EXAMINATION AS PER RULE, FOR Now Done:- Ship placed in dry dock. Shell plating, sternframe &

cleaned, examined and coated, Rudder Lifted, undocked 5,52.

All holds, Tween Decks, fore and after peak spaces, coal bunkers, engine & boiler

under engines & boilers, ash shoot, plating in way of ash shoot and sidelights, decks,

with cover, supports, tarpaulins, cleats and battening arrangements, anchors, chain

chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general

t, pumps, W.T. doors, ventilators, coamings and covers, air & sounding pipes (striking

litted), casings, cargo battens and boats, Freeboard Verified.

(internally) & tested:- Fore & after peak tanks, all double bottom tanks settling tanks

tanks. All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned

red. Steelwork afterwards coated as necessary & ceiling, lining & cement replaced. (P.T.O.)

AGE REPAIRS :- Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items :-

Efficient

Good

## General Observations, Opinion as to Class, Recommendation, &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, is in good and efficient condition and is eligible in our opinion to remain

as now classed with fresh record of drydocking 5,52 and S.S. Aioi 5,52 when the survey has

been completed, Subject to permanent repairs to the indented shell plating (P.S.F.) by next

Special Survey.

Survey Fee (per Section 29) \_\_\_\_\_ Fees applied for, \_\_\_\_\_

Special Damage or Repair Fee (if any) \_\_\_\_\_ Received by me, \_\_\_\_\_

Travelling Expenses (if chargeable) \_\_\_\_\_

Second Surveyor's Fee (if any) \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Character Assigned \_\_\_\_\_

THURS 20 NOV 1952

Deferred for cp S.S. (by 11.52)

but action 5.52 subject

5.52 + LMC 5.52 fitted for oil fuel 252 f.p. above 1500

Notice to write Kob

Moby

Complete SS

Is certificate required? If so, to be sent to 002741-001716-0095 (1/2)

MADE AND PRINTED IN ENGLAND.



Wear & Tear Repairs:- Shell:- Port C. 1 Part doubled. A number of shell rivets renewed or caulked and welded over. Shell opening of ash shoot now plated over.

Main Decks:- 1 Stringer plate (Port) in way of No.3 hold part doubled.  
2 Upper deck plates forward of No.4 hatch part doubled.  
A Number of deck rivets renewed, caulked or welded.

Water tight Bulkheads:-

Fr. 150 Starb'd horizontal bracket doubling plate fitted in way of shell plate.  
Fr. 66 Starb'd horizontal bracket renewed.  
Starb'd wing base plate cropped and part renewed.

Framing:- All bilge and deck cement chocks removed and replaced.

A number of frames found reduced in scantling or wasted though and now fitted with doubling straps.

Hold:- No.3 hold:- 7 frames port and 7 starb'd fitted with doubling straps in way of cement chocks.

No.1 hold:- 1 Port gusset plate cropped & part renewed.  
1 Starb'd bilge bracket fitted with doubler.

Engine Room:- 5 frames (Port) fitted with Straps in way of bilge.

Double bottom tanks:-

No.4 D.B.-Boiler Room Temporary Repairs now effected.

Floor reinforced with angle struts. Centre Girder cropped & part renewed.

3 floors fitted with doubling plates. 1 tank top plate & starb'd margin plate part doubled.

No.5 D.B.- 4 tank top plates fitted with doubling plates.  
6 floors (S side) fitted with doubling plates.  
2 floors (P side) fitted with doubling plates.  
A number of tank top rivets renewed or caulked.

No.3 D.B.- 6 floors (S side) cropped & part renewed.

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

ANCHORS.

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.			
	1st Bower															
	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.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.

Deep Tank:- Starb'd: 1 deck girder, 11 Beam knees, 1 beam, 57 stiffener brackets, 1 web frame, 2 F & A bulkhead stiffener renewed.  
10 beams cropped and part renewed.  
11 Bilge bracket flanges cropped off & reverse angles fitted.  
1 Aft bulkhead plate part doubled.  
Port:- 43 stiffener Brackets 1 aft bulkhead horizontal bracket, 2 F. & A. Bulkhead stiffener renewed.  
1 deck girder cropped & part renewed.  
4 additional stiffener fitted to centre bulkhead. 11 bilge brackets flange cropped off and reverse angle fitted. Thrust recess (top) part doubled.

(Cont'd)

Deep Tank (Originally Water Ballast) has now been converted into an Oil Fuel Bunker.

All the necessary stringer and web frames have been fitted at this time.

(See Copy of approved plan enclosed).

Saddle back Coal hatch:- 4 vertical stiffener renewed. 3 doubling plates fitted to hatch coaming.

Fore Peak tank:- 1 port tank top plate fitted with doubling plate.

Bilge & spar ceiling examined and part renewed.

50 wood hatch covers renewed. A few minor repairs effected.

To complete the special survey:-

No.4 D.B. Tank internals & tank top to permanently repair. Upper deck plating to part renew.

Oil Fuel Conversion:- Vessel has now converted to burn oil fuel. 2 Fuel oil settling tanks (separated structure) have been fitted in original side bunker.

Coffer dams have now been fitted to D.B. Tanks at floors 99/100 and 38/39.

Oil Fuel can be carried in No.3, 6 D.B. Tanks and deep tanks. All tank tops fitted with wooden ceiling on bearers. Deep Tank aft bulkhead (in No.4 Hold) fitted with sheathing and gutter way. All the requirements of the Rules for carriage of Oil fuel for Ship use have been complied with. The enclosed "as fitted" plan of deep tank & O.F. settling tank is in accordance with the approved plan.

Modification:- No.3 Cargo hatch Main Deck Frames 111-114, originally 1 hatch port & starb'd plating, between hatches on middle line now removed. Forward & aft end CHangle coaming part renewed at centre.

Middle line bulkhead in hold Frams 110-121 part removed.

Leaving girder under deck and web on bulkheads 110-121.

Girder plate & webs fitted with face plates.

Beam 114 fitted with flanged plate forming strong beam between side girders.

1 Hatch beam and new hatch boards fitted. (See copy of approved plan enclosed)

This vessel has changed owner-ship at this docking.

New Owners:- Kato Senpaku K.K.

Modified tonnages: Gross Tonnages 6,433.48

(Japanese Government) Net Tonnages 3,941.55

Port of Registry: Osaka

Signal Letters: J.P.Q.B. Official No.: 69102

The Freeboard assigned by this Society is now not required and the one now assigned by the Japanese Government is similar to the original.

Interim Certificate issued, copy attached hereto.

FRI-20 MAR 1953

Approved

Deposited by  
must be  
and hatch

write to

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AGB