

16 JAN 1953

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

Date of writing Report 11th Dec. 1952. When handed in at Local Office

19

Port of K O B E.

No. in  
Reg. Book

Survey held at Taguma

Date, First Survey 4th Oct.,

Last Survey 28th October, 1952.

(No. of Visits

9)

on the ~~Waka Maru~~ Steel S.S. "SHINWA MARU"

TONNAGE: 4557

Built at Port Glasgow

By whom Lithgows Ltd.,

When 1924

MONTH.

GROSS 4880.68

Owners Towa Sangyo K.K.,

Owners' Address Kobe

UNDER DK 4303

Managers

(If not already recorded in Appendix to Register Book.)

NET 2884

Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both

Name of Dock Taguma Dock

Destined Voyage

Cell D B or D Ba

feet; uE &amp; B

feet; f

fe

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. 608

Port Uka

Periodical Surveys, when held, must be reported in detail and variation 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 replacement of 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

Society's Freeboard (if assigned) as painted on Ship and now verified

ft. ins.

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

REPAIRS, OR, EXAMINATION AS PER RULE, FOR Special Survey, O.F. Conversion and Alteration.

Now Done:— Ship placed in drydock. Shell plating, sternframe & rudder cleaned, examined & coated.

Examined:— All holds, Tween decks, fore and after peak spaces, engine & boiler spaces, under engines and boilers, plating in way of sidelights, decks, hatchways, with covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipments, pumps, W.T. doors, ventilators, coamings and covers, air and sounding pipes (striking plates fitted), casings, cargo battens and boats, All spaces previously cleared, steel work afterward coated as necessary and ceiling, lining and cement repaired.

Shell plating drilled and gauged: See list of thicknesses mentioned below.Examined internally and tested: Fore and after peak tanks, No.1,2,3,4,5 & 6 double bottom tanks, deep tank and after deep tank (new) (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								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt	Cement	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	actual Ex.
Frames	"	Have pumps been examined and found efficient?		Planking		(State if wedges removed.)	
Reverse Frames	"		Yes	Caulking		Equipment letter	y
Longitudinals	"	Have Sluice Valves been examined and found efficient?	-	Treenails		Anchors. No. of	3B 1S
Transverses	"	Have Watertight Doors been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Ranged
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches		" length 274 f. mean diamr. 2"	
Keelsons	"	Air and Sounding Pipes	Good	Timbers of Frame at openings		" Rule length 270 f. size 2 3/16"	
Stringers	"	Doubling Plates under Sounding Pipes	Good	" " at other places		Chain Locker	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Have the Tanks been examined internally?	Yes			Salting		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes			State if examined		Sails	-

## 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, is in good and efficient condition and is eligible in our opinion to remain as now classed, with fresh record of survey s.s. Taguma 10,52 and docking date 10,52 subject to No.2 D.B. tank top to be examined and permanently repaired by the end of October, 1953.

Survey Fee (Per Section 23)	S.S.	£170,000.-	Fees applied for,
Alteration (Deep Tank)		£10,000.-	26 DEC 1952
Special Damage or Repair Fee (if any)		£	Locally
(Per Sec. 23)			Received by me,
Travelling Expenses (if chargeable)		£10,000.-	19
Second Surveyor's Fee (if any)		£	

Committee's Minute

FRI. 6 FEB 1953

CERTIFICATE WRITTEN

Character Assigned

10.52 Taguma

ss. Tag

10.52

subject to

repaired

by the end of

Note to K.O.B.

hatch

S 10.52

+ LMC 10.52

10.52 F.P. above 150°F

Z200-023500-813500



Wear and Tear Repairs:- Shell plates, P. side: G.14, H.12, J-14 renewed. H-15 part doubled.  
S. side: H-8,9 J-9, renewed. H15 part doubled.  
Tank Top: No.2 D.B. tank top plating part doubled (5 places)  
Margin bracket & beam brackets rewed as follows:-  
No.1 Hold: 4 (P.2 S.2) No.3 Hold: 3 (S.3)  
Deep Tank: P.10 S.8 margin brackets P.12 S.8 beam brackets  
13 stiffener brackets and centre bulkhead newly fitted  
S. fore bulkhead plate 1 (1.5M x 1.6M) renewed.  
No.4 & 5 holds 2 beam brackets (P.17 S.3) faired in place.  
Frames: Deep Tank top tween dk. side frame P.8 cropped & partly renewed.  
No.5 Tween deck P.1 cropped and partly renewed.

D.B.Tanks:-

No.2 D.B.T.: solid floor plates doubled 18 (P.11 S.7)  
No.5 D.B.T.: solid floor plates doubled P.1

Oil Fuel conversion: The Deep Tank, Frame Nos.52 to 65 has now been converted into  
Oil Fuel Bunker fitted with heating coils as per Rules and plan (attached hereto)  
and hydraulically tested on completion.  
2 separate O.F. Settling tanks newly fitted in under bridge space as stated in  
Rpt.9.

Alteration In after hold, New Deep Tank, was constructed at frame Nos.7 to 15 as per  
Rules and plan (attached hereto) and tested on completion.

S.R.L.:- (1) Stem (about 20 ft) removed, faired and refitted.  
Stem plating P. Side:- F.17 H16 & 18 renewed.  
E.17 & J.16 removed faired & refitted.  
S. Side:- H.16 & J18 renewed.  
E.17, F.17 & G.16 removed faired & refitted.  
(2) Indented shell plating:- dealt with at this time as stated above.  
(3) No.2 D.B. Tank top plating temporarily repaired at this time and is  
further recommended be permanently repaired by the end of October, 1953.  
(4) Forward main mast renewed together with standing riggings (plan attached)  
(5) After main mast was stiffened by fitting 3 angle stiffenes (3-3"x5" x43'-0"  
(6) Anchor & cable: 1 bower anchor verified at this time with certificate and  
on board (old bower anchor placed as spare) See below 11/4/53  
90 & 19 fathoms of chain cables renewed at this time. Particulars of  
anchore & cables are as below.

Drilling test: Drilling tests were carried out at this time and gauged results are  
as follows:-

Plates	Amidship			Clear of Bridge	For end			Aft end		
	Orig- nal	Drilled P.	S.		Orig- nal	Drilled P.	S.	Orig- nal.	Drilled P.	S.
Keel plate	76			86	66			66		
A	60				46			46		

(Cont'd., below)

(Cont'd., below)

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.	lbs.			
Y-2242	1st Bower	63	1	23	---			50	7	0	0	60	0	0	Improved Hall's Type Stockless	Tokyo	Tokyo 20-8-5
	2nd "																K.Nakano
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
295	109 2 3/16	20 1/16	168	275-0-260 1/2	11	11	105 23/16	16			C.S. stud	Komatsu K. K.	Osaka 8 & 18-7-52 M.Sugihara A.Imai zumi
		(56mm)		7/10									

Iron Stream Chain or Steel Wire

B	60						46				46		
C	60						46				46		
D	60						46				46		
E	60						46				46		
F	60	.47	.49				44	.43	.45		46	.51	.51
G	58	.47	.59				44	.47	.51		44	.55	.51
H	58	.44	.42	H8 & 9 renewed			44	.47	.45		44	.41	.40
				.58			44	.32	.40		44	.47	.45
J	58	.47	.47				44	.43	.41		44		
K	60	.47	.47				44	.43	.45		44	.51	.47
L	60	.59	.59				44	.55	.49		44	.53	.53
M	56						44	.53	.55		44	.63	.55
N	56						44				44		

Note:- Shell plates port G.14, H.12 & J.14 renewed. H.15 part doubled at local wastage.  
Starb'd H.8 & 9 & J.9 renewed. H.15 part doubled at local wastage.  
As stated above.

Interim Certificate No.C-11683 issued, copy attached hereto.