

Rpt. 8.

# REPORT of SURVEY for REPAIRS, &c.

No. 1801W

Date of writing Report 14/5/41 When handed in at Local Office 14<sup>th</sup> May 1941 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 14/4/41 Last Survey 7/5/1941  
Reg. Book. (No. of Visits Seven.)

71932 on the ~~Wood~~ Iron or Steel S/S "CELEBES MARU" By whom Kawasaki Dockyard Co. Ltd. When 1917 12.

TONNAGE:- Built at Kobe. Owners Osaka Syosen Kabusiki Kaisya. Owners' Address (if not already recorded in Appendix to Register Book).  
GROSS 5863 Port belonging to Osaka.

UNDER DECK 5586 Managers  
NET 4262

Surveyed Afloat or in Dry Dock? Both. Name of Dock Chikko Dock. Destined Voyage  
WB=Cell/D/Bor/DBa feet; uE&B feet; f feet  
Net capacity tons. FPT tons; APT tons; MT feet tons.

N.B. All alterations in the existing records should be underlined.  
Last Report, No. 11486 Port Kobe

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 5,40 Awning dk with freeboard.		*LMC 5,40 TS(OG)N 1,38
ssKob.No.3-11,29. ssOsa.No.2-36.		

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 1 3/4 ins.

Periodical surveys, when held, must be reported in detail and seriatim 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 2nd No.3.  
**NOW DONE:-** Vessel placed in dry dock. Hull, bottom, rudder (lifted) stern frame, and stem cleaned, examined and found or now placed in good condition, afterwards recoated.  
Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, all oxidation removed where necessary and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.  
Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.  
Ash shoot and plating under same examined and found or now placed in good condition. (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 Faired or Repaired								
Faired or Repaired in place								

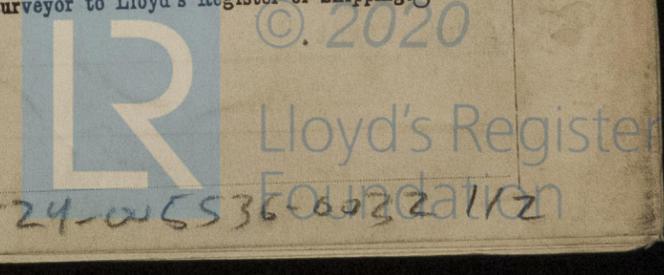
PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Decks Good	Yes.	Good	When put on, Month Year
Daulking of Decks "	Yes.	"	Boats Good
Coamings "	Good	"	Masts, Yards, &c. "
Beams & Fastenings "	"	"	Condition, how ascertained. From aloft.
Outside Plating "	"	"	(State if wedges removed) --
" " in way of sidelights. Good	"	Good	Sails --
Breasthooks "	"	"	Equipment letter y
Transoms "	"	"	Anchors, No. of 3B. 1S. 1K.
Frames "	"	"	Chain Locker Good
Reverse Frames "	"	"	Cables (State if now ranged) Yes. 2-3"
Longitudinals --	Have pumps now been examined and found efficient? Yes.	"	" length 270 fms. mean diamr. 2 1/16"
Transverses --	Have Sluice Valves now been examined and found efficient? --	"	" Rule length 270 fms. size 2-3/16"
Floors Good	Have Watertight Doors now been examined and found efficient? Yes.	"	Hawser & Warps Good
Keelsons "	Have Ventilators and their Coamings been examined and found efficient? Yes.	"	Standing and Running Rigging "
Stringers "		"	
Inner Bottom Plating "		"	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."  
This vessel is in good condition and eligible, in our opinion, to be continued as classed with fresh record of survey 5,41 and the Notation S.S.Osa. 2nd No.3-5,41.

Survey Fee (per Section 29)	Yen 475:00	Fees applied for, 7/5/1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£ --	Received by me, 19
Travelling Expenses (if chargeable) (Including Machinery).	Yen 74:00	
Second Surveyor's Fee (if any)	£	

Committee's Minute  
Character Assigned  
FRI, 8 AUG 1941  
100/51  
Awn. Sh. m/fh  
S.S. 2<sup>nd</sup> No. 3-5.41  
+dmb. 5.41

M. Yamakura  
Surveyor to Lloyd's Register of Shipping.



1941 JUL 10

Is Certificate required? If so, to be sent to

Double bottom tanks, fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, control gear, rods, chains, sheaves and hand gear, pumps, W.T.doors, scuppers, skylights, boats, masts (with deck angles), rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

Freeboard verified.

The shell plating was drilled, gauged and the thicknesses found as stated in the table below.

The whole of the rules requirements for 2nd S.S.No.3 have now been complied with.

**REPAIRS DUE TO WEAR AND TEAR:-**

Shell Plates:- (Plates numbered from aft.)

Port Side:-

- No.18 in "C" strake - renewed.
- No.16 in "G" strake - renewed.
- Nos.15, 16, 17 and 18 in "H" strake - renewed.
- Nos.9, 10 and 18 in "J" strake - part doubled.

Starboard Side.

- No.17 in "G" strake - renewed.
- Nos.15, 17 & 18 in "H" strake - 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.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		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.	When and where tested and Superintendent.
	Fathoms.	Diam.	Stability.	Breaking.	Supplied.	Per Rule.	Fathoms.	Diam.			
2874	15 1/2	2 1/8	86 1/2	120 1/2	38.2.16				Stud. Kokko Chain Link & Stl Wks.	12/2/41, I.C.W.	
2875	15 1/2	"	"	"	39.0.4				" " " " "	10/2/41, I.C.W.	
2876	15	"	"	"	38.2.16				" " " " "	10/2/41, I.C.W.	

No.18 in "J" strake - part doubled.

Deck Plates:-

- 2 forward plates of No.2 hatch - renewed.
- 1 plate abreast boiler opening on starboard side - renewed.
- 1 forward plate of No.5 hatch - renewed.
- 1 plate on port side of No.5 hatch - renewed.

On completion of the above repairs, repaired shell and deck plating tested and found tight.

(continued).

**WEAR & TEAR REPAIRS:- (Cont.).**

- 10 tank top plates of No.2 double bottom tank renewed or part renewed.
- 2 tank top plates of Fore Peak Tank renewed.
- 3 tank top plates of After peak tank renewed or part renewed.
- Ash pipe - part doubled.

Equipment:-

Three lengths of chain cables (P x 1 & S x 2) - renewed on account of wear and new chain cables verified as per Certificates and found in order. For particulars please see the table provided.

80 hatch boards replaced on board.

Other minor repairs carried out.

Thickness of Plating ascertained by drilling and comparison of same with the Original thickness.

Thickness is 1/10 of an inch.

STRAKE		AMIDSHIP			FORWARD			A F T.		
		Orig-inal	P	S	Orig-inal	P	S	Orig-inal	P	S
Shelter Deck Sheer Strake	M	.66	.65	.65	.48	.50	.50	.54	.55	.50
1st strake below	L	.64	.55	.65	.48	.50	.50	.50	.50	.50
2nd strake below	K	.62	.56	.62	.46	.50	.50	.52	.52	.48
3rd strake below	J	.62	.45	.52	.48	.50	.50	.54	.55	.48
4th strake below	H	.62	.32	.64	.46	.30	.30	.50	.30	.50
5th strake below	G	.62	.52	.58	.52	.30	.30	.52	.50	.52
6th strake below	F	.62	.47	.60	.56	.52	.30	.52	.42	.48
7th strake below	E	.62	.60	.62	.56	.50	.30	.50	.45	.48
8th strake below	D							.50	.41	.50

Fore End Drillings in the vicinity of Collision Bulkhead.

Aft End Drillings in the vicinity of After Peak Bulkhead.

⊠ marked thus now renewed.

\* marked thus now <sup>part</sup> doubled. K.D.

