

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th May 40 When handed in at Local Office 30th May 40 Port of YOKOHAMA

No. in Reg. Book. Survey held at YOKOHAMA Date, First Survey 14th May, Last Survey 28th May, 19 40. (No. of Visits Four)

30122 on the ~~Wood, Iron or Steel~~ Sc.S. "MURORAN MARU"

TONNAGE:— Built at Nagasaki By whom Mitsubishi Zosen K.Ld. When 1919 - 11
GROSS 5374 Owners Nippon Yusen Y.K. Owners' Address *
UNDER DK. 4826 Managers * Port belonging to Tokyo
NET 3251

Surveyed Afloat or in Dry Dock? Both Name of Dock Asano Dock. Destined Voyage *
Cell/Bor/Dba * feet; uE&B * feet; f * feet
total capacity * tons. FPT * tons; APT * tons; MT * feet * tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 10990 Port Kob

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
100A1 2-39	IMC 2-39
	TS(OG) 2-39
ssYka.No. 3-6, 30	
ssOsa.No. 2-39	

(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.

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 Condition Survey.

Now done:- Ship placed in dry dock, hull, bottom, stern frame, & rudder cleaned, examined, found or now placed in good condition and recoated.

- Rudder lifted and replaced.
- Decks, hatchways, hatches and supports, vents & coaming, holds & tween deck spaces, casings, W.T. doors, etc., examined and found or now placed in good condition.
- Ash shoot examined and found in good condition.
- Cables ranged and examined.

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				X				
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>Good</u>	Bulkheads <u>Good</u>
Caulking of Decks "	Ceiling "
Coamings "	Cement or Asphalt X
Beams & Fastenings "	Rudder <u>Good</u>
Outside Plating "	Steering gear and its connections "
" " in way of sidelights X	Windlass "
Frames <u>Good</u>	Have pumps been examined and found efficient? X
Reverse Frames X	Have Sluice Valves been examined and found efficient? X
Longitudinals X	Have Watertight Doors been examined and found efficient? Yes
Transverses X	Have Ventilators and their Coamings been examined and found efficient? Yes
Floors X	Air and Sounding Pipes X
Keelsons X	Doubling Plates under Sounding Pipes X
Stringers X	
Inner Bottom Plating X	
Have the Tanks been examined internally? No	
Have the Tanks been tested? No	
Engine Room Skylights <u>Good</u>	Copper, or P.M. (State if on Felt.)
Coal Bunkers, Openings, Covers, &c. X	When fitted, Month Year
Oil Bunkers X	Boats <u>Good</u>
Scuppers <u>Good</u>	Masts, Yards, &c. X
Cargo Hatchways "	Condition, how ascertained X
Hatches "	(State if wedges removed)
Planking	Equipment letter "Z"
Caulking	Anchors, No. of 33 1S
Treenails	Cables (State if now ranged) Yes
Breasthooks & Stambon	" length 270 fms mean diam. 2 1/8"
Transoms, Pointers & Crutches	(on board)
Timbers of Frame at openings	" Rule length 270 fms. size 2 1/16"
" " at other places	Chain Locker Stated X
Stringers, Clamps & Shelves	Hawsers & Warps sufficient
Baling (State if examined.)	Standing and Running Rigging Efficient
	Sails X

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 ship so far as now seen, is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 5-40.

Survey Fee (per Section 29)	£ 115.00	Fees applied for, 4-6-1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£ X	Received by me, 19
Travelling Expenses (if chargeable)	£ 3.00	
Second Surveyor's Fee (if any)	£ X	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 28 JUL 1940
Character Assigned 100A1 BS. 6,40



Sc.S. "MURORAN MARU".

Repairs, wear and tear, now done:-

Shell plating: Butt strap fitted and rivetted over butt lap between keel plates Nos.1 and 2 from forward.

Bilge Keel: Second length from aft, port side, cropped, part removed, faired and replaced.

Shell angle in way faired in place.

Upper Deck, Forward well:

Between forecastle front and No.1 hatchway fore end, two plates doubled.

Between the after end of No.1 hatchway and forward end of No.2 hatchway, within line of hatchways all deck plating renewed, ground bars in way removed, and replaced, 4 winches removed, winch girder angles removed, part renewed and replaced, winches replaced.

No.1 hatchway after end coaming plate and No.2 hatchway forward end coaming plate both doubled; horizontal B.A. stiffeners in way removed and replaced.

Upper deck, after well.

Between after end of No.4 hatchway and forward end of No.5 hatchway within line of hatchways all deck plating renewed, ground bars in way removed and replaced, 4 winches removed, winch girder angles removed, part renewed and replaced, winched replaced.

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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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.

No.4 hatchway after end coaming plate and No.5 hatchway forward end coaming plate both doubled; horizontal B.A. stiffeners in way removed and replaced.

Several deck plates abreast No.5 hatchway re-rivettted on seams and butts.

Continued page 3.

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Repairs, wear and tear, now done:- (continued)

Bridge Deck.

One deck plate at port side of No.3 hatchway renewed.

Corner doubling plates in way renewed.

One winch in way removed, winch girder angles removed, part renewed and replaced, winch replaced.

Between after end of Bridge House and forward end of No.3 hatchway, 2 deck plates doubled.

At port side of fiddley casing, one deck plate doubled.

Starboard trimming hatch, 2 rest bars renewed.

Poop Deck.

Stringer plate, starboard side at stern renewed.

Deck plate forward of same renewed.

2 fairleads in way removed, fairlead seating renewed and fairleads replaced.

On completion of repairs all the foregoing deck repairs hose tested and found satisfactory.

Life boats. Two lifeboats renewed each 8.00 M x 2.50 M x 0.95 M with a capacity for 41 persons.

Stern frame. 2 lowest gudgeons on rudder post rebushed.

A few minor repairs effected.

Interim Certificate issued - copy attached.

[Handwritten initials]

N.B.-If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

