

Rpt. 8.

(Received at London Office)

4 SEP 1941

DIS/CLASS

DAY No.

No. 11831

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14th June 41

When handed in at Local Office 16/6/41

Port of

Kobe

No. in
Reg. Book

Survey held at

Harima

Date, First Survey 17/5/41

Last Survey

6/6/1941

80008

on the ~~Wooden~~ Steel

M/S "NAKO MARU"

TONNAGE:-

Built at

Uraga

By whom

Uraga Dock Co. Ltd.

GROSS 7145

Owners

Nippon Yusen Kaisha

Owners' Address

UNDER DK. 6377

Managers

NET 4271

Port belonging to

Tokyo

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Harima Dock.

Destined Voyage

WB=CellDBorDBa

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.

7064

Port

Yka.

(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 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.

On 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 CONDITION SURVEY.

WORK DONE:- Vessel placed in dry dock. Bottom, stern frame, and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass and steering gear and equipment generally examined and found in good condition.

DEEP TANK TEST:-

The A, B, C & D, Deep Tanks were tested by a head of water to the weather deck, the boundary bulkheads, tank top, hatches, ventilators and other connections were found sound & tight.

The No.6 Double Bottom Tank in way of this Deep Tank was tested by a head of oil fuel to the weather deck and found sound and tight.

(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

Decks	Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	--	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	Yes, as/rpt.	Dblng. Plates under Sounding Pipes	--	(State if on felt.)	--
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	--
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c	--	Year	--
Outside Plating	"	Cement or Asphalt	--	Oil Bunkers	--	Boats	Good
" " in way of sidelights	--	(State which.)	Good	Scuppers	Good	Masts, Yards, &c.	"
Breasthooks	--	Rudder	"	Cargo Hatchways	"	Condition, how ascertained	From Deck.
Transoms	--	Steering gear and its connections	"	Hatches	"	(State if wedges removed)	--
Frames	Good	Windlass	"	Planking of Wood Vessels	--	Sails	--
Reverse Frames	"	Have pumps now been examined and found efficient?	--	Caulking	ditto	Equipment letter	c†
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	--	Treenails	ditto	Anchors, No. of	3B. 1S.
Transverses	"	Have Watertight Doors now been examined and found efficient?	--	Breasthooks & Stemson	ditto	Chain Locker	--
Floors	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Transoms Pointers, & Crutches	ditto	Cables (State if now ranged)	--
Keelsons	--			Timbers of Frame at openings	ditto	Stated complete	--
Stringers	--			Ditto Ditto at other places	ditto	" length (on board)	--
Inner Bottom Plating	--			Stringers, Clamps & Shells	ditto	" Rule length	300 fms size 2-7/16"
				Salting	ditto	Hawser & Warps	--
				(State if examined.)		Standing and Running Rigging	--

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 so far as now seen, is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 6,41.

Survey Fee (per Section 20) Yen 115.00

Special Damage Repair Fee (if any) Yen 180.00

Travelling Expenses (if chargeable) Yen 36.00

(Incl. Machinery)

Second Surveyor's Fee (if any) £

Fees applied for,

12/6/41

Received by me,

19

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

FRI. 19 SEP 1941

WED. 25 MAY 1942

OMIT CLASS

ON RE-PRINT.

Lloyd's Register

Foundation

007088-007099-0202

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs, effected.

is to show through to the other side.

ANCHORS.

When Anchors or Cables <u>are supplied</u> , the particulars																	
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.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

If Patent state name of Patentee.

It must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

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

CHAIN CABLES.

CHAIN CABLES.

[illegible]

Iron Stream Chain
or Steel Wire....