

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23rd June 41 When handed in at Local Office 26/6/1941 Port of Kobe
No. in Reg. Book Survey held at Innoshima Date, First Survey 23/5/41 Last Survey 14/6 1941
82521 on the ~~Wondy Luzzor~~ Steel S/S "RYUZIN MARU"
TONNAGE: Built at Dumbarton By whom W. Denny & Bros. When 1907, 2 mo.
GROSS 6243 Owners Ryuoh Kisen K.K. Owners' Address
UNDER DECK 5879 Managers Port belonging to Dairen.
NET 3966

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima 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. 11440 Port Kobe.

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY AND COMPLETION OF SS NO.1 (SRL).

NOW 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 & equipment generally examined and found or now placed in good condition.

Plating in way of ash shoots examined and found in good condition.

COMPLETION OF S.S.NO.1 (S.R.L):- All repairs have now been carried out as stated below and Nos. 2 and 3 double bottom tanks tested by head of water as required by the rules and found tight.

EQUIPMENT:- 4 lengths of chain cable now placed on board. The Owners stated that they could not obtain Lloyd's tested chain cables and specially requested that the above chain cables which have (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

Deck	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.	Dbng. 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.	--	Boats	Good
Outside Plating	"	Cement or Asphalt (State which.)	Good	Oil Bunkers	Good	Masts, Yards, &c.	"
" " in way of sidelights	--	Rudder	"	Scuppers	"	Condition, how ascertained	From Deck.
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	--	Windlass	"	Hatches	"	Sails	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Equipment letter	at
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	--	Treenails	ditto	Chain Locker	--
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	--
Booms	--			Transoms Pointers, & Crutches	ditto	" length complete mean diamr.	--
Belsons	--			Timbers of Frame at openings	ditto	" Rule length 270 fms size	2-5/16"
Riggers	--			Ditto Ditto at other places	ditto	Hawser & Warps	--
Inner Bottom Plating	--			Stringers, Clamps & Shelves	ditto	Standing and Running Rigging	--
				Salting (State if examined.)	ditto		

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 and the Notation S.S.Kob.No.1-40 as previously recommended, subject to drill shell plating at 36 years or next Special Survey thereafter.

Survey Fee (per section 29)	Yen	165.00	Fees applied for,	23/6 1941
Special Damage or Repair Fee (if any) (per Sec. 29)	EX	--	Received by me,	19
Travelling Expenses (if chargeable) (Incl. Machinery)	Yen	85.00		
Second Surveyor's Fee (if any)	£	--		

Committee's Minute

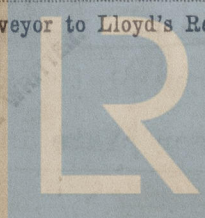
Character Assigned

TUE 30 SEP 1941

100 A1 without repl. edn.

S.S. No. 1-40 + Lmc 6.41 Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007257-007265-0058 1/2

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been tested by the surveyors to Teikoku Kaiji Kyokai, and now compared with the certificates of test, and found in order, be accepted in this instance. For particulars please see table. The Owners' request is submitted for the favourable consideration of the Committee and if acceptable, the notation "A" & "CP" should be removed from the Register Book.

NOTE:- The whole of the rules requirements for S.S.No.1 have now been complied with.

REPAIRS DUE TO WEAR AND TEAR:-

Shell Plates (numbered from Stem:-)

No.3 plate in 6th below upper deck sheer strake, on port side - renewed.

No.8 plate in 3rd below upper deck sheer strake, on port side - renewed.

No.2 plate in 6th below upper deck sheer strake, on starboard side - renewed.

Floors & Side Girders:-

12 floor plates (6-p, 6-s) in No.3 double bottom tank - renewed.

17 side girder intercostal plates (7-p, 10-s) in No.3 double bottom tank, renewed.

Inner Bottom Plates & Margin Brackets:-

3 inner bottom plates (1-p, 2-s) in No.2 hold - renewed.

4 inner bottom plates (2-p, 2-s) under boilers - doubled.

1 margin bracket in No.3 hold, starboard side - renewed.

3 margin brackets (1-p, 2-s) in No.4 hold - renewed.

Beams and Hold Stringers:-

2 strong beams in No.1 hold - renewed.

1 strong beam in No.4 hold - renewed.

Hold stringer plates about 70' (24'-p, 46'-s) in No.1 hold - 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.	lbs.		
	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.
	Length. m.	Diam. m/m.	Stress. kg.	Breaking. kg.	Supplied. kg.	Per Rule. kg.	Length. Fathoms.	Diam. Ins.			
✓	27.8	58.7	97.6	137.0	2183				Stud	Nakata Seisakusho, Osaka	10.7.40 O.P.T.H.
	25.5	58.0	95.2	133.0	1952				Link	" "	24.7.40 "
	25.6	58.0	95.2	133.0	1955				" "	" "	" "
	25.5	58.0	95.2	133.0	1950				" "	" "	" "
Iron Stream Chain or Steel Wire...											

Hold stringer plates about 90' (15'-p, 75'-s) in No.3 hold - renewed.

Deck Plates:-

Upper Deck.

One plate abreast No.2 hatch, port side - renewed.

5 plates (4-p, 1-s) abreast No.3 hatch - renewed.

1 plate at forward of No.4 hatch - renewed.

2nd Deck.

3 Stringer plates abreast No.4 hatch, port side - doubled.

1 Stringer plate in side bunker, starboard side - renewed.

Rpt. 9a.

Port of Kobe

(3) (HULL)

Continuation of Report No. 1842 dated 23rd June 1941.

on the "RYUZIN MARU"

MISCELLANEOUS

Cross bunker hatch coaming plate on both sides - renewed.

3 middle lengths of ash pipe - renewed.

Steel shoes fitted to 60 fore and after as required by the Rules and

16 fore and after - renewed.

Other minor repairs carried out. *N.A.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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