

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th May, 1941 When handed in at Local Office 24th May, 1941 Port of YOKOHAMA

No. in Reg. Book 85110 Survey held at YOKOHAMA Date, First Survey 8th April, 1941 Last Survey 12th May, 1941  
(No. of Visits Three)

on the Wood, Iron or Steel T.S.S. "TOYOHASHI MARU"  
Tonnage: 7031 Built at Kobe By whom Kawasaki Dock Co. Ltd. When 1915- 3  
GROSS 6531 Owners Nippon Yusen K.K. Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK. 4343 Managers X Port belonging to Tokyo  
NET 4343

Surveyed Afloat or in Dry Dock? Both Name of Dock M.J.K. Yokohama Dock Destined Voyage X  
Cell DBorDBa X feet; uE&B X feet; f X feet  
total capacity X tons. FPT X tons; APT X tons; MT X feet X tons.

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1 2-40</u>	<u>LMC 2-39</u>
<u>Bayka. 2nd No. 3- 2, 39</u>	<u>BS 2-40 5-41</u>
	<u>TS (CL) 2-40</u>

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

Last Report, No. 16457093 Port the Pld.

Medical 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 Yes. Not accepted. Society's Freeboard (if assigned) as painted on Ship and now verified X ft. X ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey and Damage repairs.  
Work done:- Vessel placed in dry dock, hull, bottom, stern frame, and rudder cleaned, examined, found or now placed in good condition and recoated.  
Decks, hatchways, vents and coamings, holds and tween deck spaces, and general equipment examined and found or now placed in good condition.  
Ash shoots and plating in way of same examined and found in good condition.  
Windlass and steering gear (not opened up) examined and found in good condition.  
Anchors and cables ranged.

P.T.O.

PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..				<u>X</u>				
Removed and Faired or Repaired ... ..								
Faired or Repaired in place ... ..								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or T.M. (State if on Felt.)
Parts <u>exd. Good</u>	Parts <u>exd. Good</u>	<u>X</u>	(State if on Felt.)
Planking of Decks <u>Good</u>	Ceiling <u>X</u>	Coal Bunkers, Openings, Covers, &c. <u>X</u>	When fitted, Month <u>          </u> Year <u>          </u>
Coamings <u>"</u>	Cement or Asphalt <u>X</u>	Oil Bunkers <u>X</u>	Boats <u>X</u>
Rivets & Fastenings <u>"</u>	Rudder <u>Good</u>	Scuppers <u>X</u>	Masts, Yards, &c. <u>X</u>
Side Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>X</u>
" in way of sidelights <u>X</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed) <u>"b1"</u>
Frames <u>Parts exd. Good</u>	Have pumps been examined and found efficient? <u>X</u>	Planking <u>          </u>	Equipment letter <u>          </u>
Longitudinals <u>Parts exd. Good</u>	Have Sluice Valves been examined and found efficient? <u>X</u>	Caulking <u>          </u>	Anchors, No. of <u>3B 1S</u>
Transverses <u>X</u>	Have Watertight Doors been examined and found efficient? <u>X</u>	Treenails <u>          </u>	Cables (State if now ranged) <u>Yes</u>
Stems <u>X</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>          </u>	" length <u>300 fms</u> mean diam <u>2 5/16"</u>
Keelsons <u>X</u>	Air and Sounding Pipes <u>X</u>	Transoms, Pointers & Crutches <u>          </u>	(on board)
Stringers <u>X</u>	Doubling Plates under Sounding Pipes <u>X</u>	Timbers of Frame at openings <u>          </u>	" Rule length <u>300 fms</u> size <u>2 3/8"</u>
Inner Bottom Plating <u>X</u>		" " at other places <u>          </u>	Chain Locker <u>X</u>
Have the Tanks been examined internally? <u>X</u>		Stringers, Clamps & Shelves <u>          </u>	Hawsers & Warps <u>efficient</u>
Have the Tanks been tested? <u>X</u>		Saling <u>          </u>	Standing and Running Rigging <u>sufficient</u>
		(State if examined.)	Sails <u>X</u>

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 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 5-41.

Survey Fee (per Section 29)	£ 115.00	Fees applied for, 12-5-1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 50.00	Received by me, 19
Travelling Expenses (if chargeable)	£ 4.00	
Second Surveyor's Fee (if any)	£	

Committee's Minute  
Character Assigned 100A1

Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation

T.S.S. "TOYOHASI MARU".

Repairs due to damage:-

Damage stated to have been caused by vessel encountering with heavy weather on the 23rd March, 1941, whilst on a voyage from Portland to Yokohama.

Upper Deck plating, in way of No.1 hatch starboard and aft.

7 plates removed, faired and refitted.

3 plates faired in place.

Doubling plates fitted on 5 places.

W.S. girder of starboard side removed, faired and refitted and girder plate partly renewed.

Hatch coaming plates and angles in way removed, faired and refitted.

13 deck beams 8" x 3 1/2" x 1/2" of B.A. in way removed, faired and refitted.

Winch girder on deck in way of No.1 hatch aft repaired.

2nd deck plating, in way of same.

7 plates removed, faired and refitted.

5 plates faired in place.

Doubling plates fitted on 2 places at Hatch corner port and starboard.

5 deck beams removed, faired and refitted.

Two 5" dia. solid pillar renewed. (made bigger than the old)

Three 4 1/2" dia. solid pillars renewed.

One 4" dia. solid pillar renewed.

Two 3" dia. solid pillars 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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collectors 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.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

Bridge front bulkhead plating in way of pilot bridge, 4 in number 1/4" renewed.

Note:- The Owners' not desired a Damage Report.

Continued page 3.

T.S.S. "TOYOHASI MARU".

Repairs due to wear and tear:-

Port side forward plating, No.2 plate in forecastle sheer renewed.

No.2 plate in 4th strake below upper deck sheer renewed.

No.2 plate in 5th strake below upper deck sheer renewed.

Starboard side forward plating, 2nd plate in 1st strake below forecastle sheer renewed and 2nd plate in upper deck sheer strake renewed.

No.2 plate doubled, No.3 and 4 plates in 6th strake below upper deck sheer renewed.

2 upper deck plates in way of No.7 hatch port side renewed.

2 poop deck plates renewed.

Interim certificate issued - copy attached.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

