

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 18th Feb. 41. When handed in at Local Office 18th Feb. 41. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 29th Jan. Last Survey 10th Feb. 1941.  
Reg. Book. (No. of Visits Five)on the ~~Wood, Iron or Steel~~ T.Sc.S. "TUYAMA MARU"

33957 TONNAGE— Built at Nagasaki By whom Mitsubishi Dryd & Ehs. When 1916 - 10  
 GROSS 6963 Owners Nippon Yusen K.K. Owners' Address  
 UNDER DEK 6469 Managers X Port belonging to Tokyo  
 NET 4280

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

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 11543 Port Kobe

(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.

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 Yes. Not accepted.

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 6 in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR ANNUAL SURVEY, PART SPECIAL  
 SURVEY 2ND NO.3 AND REPAIR OF DAMAGE stated to have been caused  
 by ship striking base of lighthouse of East Inner Breakwater when entering Yokohama Harbour in  
 light condition on 24th January, 1941, whilst proceeding from Tokyo to Yokohama.

## ANNUAL SURVEY, NOW DONE:—

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

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck  
 spaces, casings, fore and after peak spaces, steelwork under sidelights and W.T. doors,  
 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 Fairied or Repaired	2	2	X	X	X	X	X	As per Report.
Fairied or Repaired in place								

## PRESENT CONDITION OF THE

"P.E.G." = Parts examined good.

Decks Good	Bulkheads P.E.G.	Engine Room Skylights Good	Copper, or T.M. (State if on felt.)
Caulking of Decks "	Ceiling "	Coal Bunkers, Openings, Covers, &c. X	When fitted, Month Year
Coamings "	Cement or Asphalt "	Oil Bunkers. X	Boats X
Beams & Fastenings P.E.G.	Rudder Good	Souppers P.E.G.	Masts, Yards, &c. X
Outside Plating Efficient	Steering gear and its connections "	Cargo Hatchways Good	Condition, how ascertained X
" " in way of sidelights P.E.G.	Windlass "	Hatches "	(State if wedges removed) "b" X
Frames "	Have pumps been examined and found efficient? X	Planking	Equipment letter
Reverse Frames "	Have Sluice Valves been examined and found efficient? X	Caulking	Anchors, No. of 33 1S
Longitudinals X	Have Watertight Doors been examined and found efficient? Yes	Treenails	Cables (State if now ranged) Yes
Transverses P.E.G.	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stems	" length 270 fms. mean diamr. 2 1/16"
Floors "	Air and Sounding Pipes P.E.G.	Transoms, Pointers & Crutches	" Rule length 300 fms. size 2 1/16"
Keelsons "	Doubling Plates under Sounding Pipes "	Timbers of Frame at openings	Chain Locker X
Stringers "		" " at other places	Hawsers & Warps Stated sufficient
Inner Bottom Plating "		Stringers, Clamps & Shelves	Standing and Running Rigging Efficient
Have the Tanks been examined internally? See		Salting (State if examined.)	Sails X
Have the Tanks been tested? Brt.			

## General Observations, Opinion as to Class, Recommendation, &amp;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 2-41, and the Notations S.S.Yka. 2nd No.3-2,41, on completion  
 of Special Survey. And repairs.

Survey Fee (per Section 20) Part S.S. 2nd No.3	¥ 150.00	Fees applied for, 18-2-1941
Special Damage or Repair Fee (if any) (per Sec. 20)	¥ 50.00	Received by me, 25-2-1941
Travelling Expenses (if chargeable)	¥ 4.50	
Second Surveyor's Fee (if any)	£ X	

Committee's Minute

Character Assigned

TUE. 13 MAY 1941

FRI. 12 JUN 1942

OMIT CLASS  
ON RE-PRINT.Lloyd's Register  
Foundation

007324-007333-00405



