

REPORT OF SURVEY FOR REPAIRS, &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)

33957 on the ~~Wood, Iron or Steel~~ T.Sc.S. "TUYAMA MARU"

7 TONNAGE— Built at Nagasaki By whom Mitsubishi Dryd & Ehs. When 1916 - 10

GROSS 6963 Owners Nippon Yusen K.K. Owners' Address (if not already recorded in Appendix to Register Book)

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 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 6-40	IMC 10-36
Yka.No.3-11,28	BS 12-39
Kob.No.2-36	TS(CI) 11-38
Fitted for oil fuel 9,23 F.P. above 150°F	
Adapted for carrying oil fuel 11,28 F.P. above 150°F in D & E deep tanks.	
Society's Freeboard (if assigned) as painted on Ship and now verified } 7 ft. 6 1/2 ins.	

(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 Yes. Not accepted.

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 Faired or Repaired	2	2	X	X	X	X	X	As per Report.
Faired or Repaired in place								

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

100A1
Fitted for oil fuel
Adapted for carrying oil fuel
(Deferred) + dmb. 2 4 1

Surveyor to Lloyd's Register of Shipping.

FRI. 12 JUN 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

007324-007333-0040 1/2

33957
2 MAY 1941

10m.4.30.—Transfer Fee. (MADE AND THE SURVEYORS ARE REQUESTED NOT TO WRITE ON OR BELOW THIS)

As Certificate required If so, to be sent to

T.Sc.S. "TUYAMA MARU".

ANNUAL SURVEY, NOW DONE:- (continued)

Ash shoots and plating in way of same specially examined and found or now placed in good condition.

Cables ranged.

Annual Survey, Repairs, wear and tear, Now done:-

Shell plate, No.5 from bow on 3rd strake below Upper deck sheer, starboard side (forward end of No.2 Hold) part doubled in way of horizontal bracket.

Shell plate at lower portion of stem bar, up to 4 metre mark, reinforced with shoe plate efficiently fitted and examined on completion with the fore peak tank under pressure test and found satisfactory.

Ash shoots, port and starboard, part doubled on section next shell.

A few minor repairs effected.

PART SPECIAL SURVEY 2ND NO.3, Please see Kobe Reports on their parts of this survey.

NOW DONE:- Examined. Engine space and under engines, anchors and cables ranged in dry dock, and air and sounding pipes as they apply.

Internally examined: Nos.1, 2A, 2B, 4, 6 and 7 double bottom tanks.

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, Make, 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.

Pressure tested. No.5 double bottom tank and A, B, C, D and E deep tanks.

Repairs, wear and tear, now done:-

Shell plates, Nos.2 from bow, port and starboard, on 6th strake below Upper deck sheer strake each part doubled as an efficient temporary repair.

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PART SPECIAL SURVEY 2ND NO.3:- (continued)

REPAIRS, Wear and tear, deferred.

Shell plates, Nos.2 from bow, port and starboard, on 6th strake below upper deck sheer, temporarily repaired at this time, each to be renewed.

Chain cables. Two lengths of chain cables on starboard anchor are now found worn to the minimum mean diameter allowed by our Rules. These have been disconnected and placed at the bottom of the chain locker. Two new replace lengths have been ordered together with an additional length - in view of one other length of chain cable being reduced to close on our mean minimum diameter.

To complete this Special Survey there remains:

No.8 double bottom tank to be internally examined.

Cross Fuel Oil Tank to be pressure tested and the

Foregoing Repairs, wear and tear, deferred, to be carried out. Owners' representative stated that they would endeavour to carry out this work at their earliest convenience within the year of grace which in my opinion merits the favourable consideration of the Committee.

REPAIR TO DAMAGE which was all in way of the forward end of No.5 Hold (i.e. after deep tank) port side.

Now done:- Shell plates No.8, after end and No.7, forward end both numbering from aft on first strake (G) above bilge each cropped and part renewed.

Main side frames: 1 cropped and part renewed.

Main side frame bilge brackets: 1 renewed.

Web frame: plate at bilge renewed with shell connection in way.

Bilge keel: plate with shell angle part renewed.

On completion, shell repairs hose tested and found satisfactory, thereafter steelwork coated as formerly and limbers relaid.

Interim Certificate issued - copy attached.

