

13 JUN 1936

No. 9555.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/5/36 When handed in at Local Office 15.5.36 Port of Kobe.
No. in Survey held at Tama. Date, First Survey 4/4/36 Last Survey 30/4/1936.
Reg. Book. 30385 on the ~~Wood~~ ~~Iron~~ Steel M.S. "NACHISAN MARU".
(No. of Visits Eight.)

TONNAGE: Built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931 12
GROSS 4306 Owners Mitsui Bussan Kaisha, Ltd. Owners' Address
UNDER DK. 3559 Managers Port belonging to Kobe.
NET 2546

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama 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.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 9272 Port Kof.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 SPECIAL SURVEY No.1 & ALTERATION.

NOW DONE:-Vessel placed in dry dock, bottom, rudder, stern frame and stem cleaned, examined and found in good condition, afterwards recoated.

Holds, tween decks, chain locker, spaces under bridge and engine space cleared for survey, ceiling lifted as required by rules, oxidation removed where necessary and steel work throughout all parts of the vessel examined and found or now placed in good condition, afterwards recoated.

Double bottom tanks, fore and after peak tanks examined internally, except lubricating oil tank and Nos.6 & 7 D.B.tanks found in good condition, afterwards recoated and tested as required by the rules and found tight.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. 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	Yes/	Air and Sounding Pipes	Good, As/Rept.	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	Yes.	Dblng. Plates under Sounding Pipes	Good	(State if on Vett).	--
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
Outside Plating	"	Cement on Asphal	Good, As/Rept.	Oil Bunkers	"	Masts, Yards, &c.	"
" " in way of sidelights	Good	(State which.)	Good	Scuppers	"	Condition, how ascertained	From aloft.
Breasthooks	"	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	--
Frames	"	Windlass	"	Planking of Wood Vessels	--	Equipment letter	--
Reverse Frames	"	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Anchors, No. of	3B. 1S.
Longitudinals	--	Have Sluice Valves now been examined and found efficient?	--	Treenails	ditto	Chain Locker	Good
Transverses	Good	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" length mean diamr.	--
Keelsons	"			Ditto Ditto at other places	ditto	" Rule length size	--
Stringers	As/Rept.			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
Inner Bottom Plating				Salting	ditto	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 and ptn24, &c."

This vessel is in good condition and eligible, in our opinion, to be continued as classed with fresh record of survey 4.36 and the notation S.S.Kob.No.1-36.

Survey Fee (per Section 20) Yen 260:00
Alterations Yen 200:00
Special Damage or Repair Fee (if any) (per Sec. 20)
Travelling Expenses (if chargeable) Yen 92:50
(Including Machinery).
Second Surveyor's Fee (if any)

Fees applied for, 6/5/ 19 36

Received by me, 19

Committee's Minute

FRI. 8 JUL 1936

Character Assigned

100A1 with 3b

RA No.1-36; +Line CS 4.36

DRS 4.36

Amend BH Parts in RB

4.36 CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

TUE 8 JUN 1937

Lloyd's Register Foundation

Port of Kobe.

(2)

Freeboard:- 2" wood sheathing has been fitted to the upper deck throughout the bridge space.

For this reason, the Japanese Government have raised the deck line 51 m/m. The freeboard markings are otherwise unaltered. The freeboard therefore now becomes 6' - 11 $\frac{3}{4}$ ".

Minor repairs.

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

The double bottom tanks have been altered from F.No.29 to F.No.56 and from F.No.72 to F.No.114 as per approved plan enclosed herewith.

A new water tight bulkhead has been built at F.No.78 as per approved plan dated 23/1/36. already forwarded.

2 common floors at F.No.72 (in way of original bulkhead) and F.No.87 (in way of new bulkhead) have been converted to water tight floors by fitting covering plates to the man holes, and the floors were fitted with, size $\frac{1}{2}$ " x $3\frac{1}{2}$ " flat bar stiffeners by electric welding for compensation and intermittent electrical welding, was applied to the top and bottom boundary angles of the floors and angles caulked.

Tween deck spaces, have now been altered to spaces (Forward:- frame No.87 to 109;
Aft: frame No.33 to 56) carrying 3rd class passengers.

Side lights have been cut in strake below upper deck sheer strake as follows:-

Forward tween deck space:- 8 in number on each side, after tween deck spaces:-

8 in number on each side, the diameter of holes being $11\frac{1}{2}$ ".

Space under Bridge:- Now altered to 2nd class passenger space.

Side lights have been cut in bridge strake:- Port side 20 in number, starboard side

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

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 "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

[illegible]

22 in number, the diameter of holes being $11\frac{3}{4}$ ".

Officers' quarters on Bridge Deck:-

Forward and after quarters connected together and re-arranged for Officers' and 1st class passengers.

As the original crew quarter situated in space under bridge has been altered to 2nd class passenger space as stated above.

New crew's quarters have been constructed on the poop deck.

Life Boats:- 4 new lift boats placed on board in addition to 2 original life boats.

(2 new life boats, capacity 18.26 C.metre each.)
(2 new life boats, capacity 15.016 C.meter each.)

Continued).

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Hubbard *LB*
29/6/36