

Rpt. 8.

(Received at London Office)

DEC 1941

DISCLOSED

DAY No.

No.

11873

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 2nd Sept. 41 When handed in at Local Office 19th Sept. 41 Port of Kobe

Date, First Survey 11/7/41 Last Survey 30/7 1941

No. in Reg. Book. Survey held at Tama

M/S "SIKISAN MARU"

By whom D &amp; W Henderson &amp; Co. Ltd. When 1925 3

Port belonging to Kobe

TONNAGE Built at Glasgow  
GROSS 4725 Owners Mitsui Bussan Kaisha Ltd.  
UNDER DECK 4163 Managers  
NET 2708

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

WB=Cell DBorDBa 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. 11724 Port Kob

Destined Voyage

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.  
Machinery and Boiler Surveys (including date of N.B., in any).

\*100A1 with free-board, 6,40 2,41

\*LMC(CS)6,37  
6,40  
DBS 6,40  
TS(CL) 6,38

SSTama No. 3-6,37

Oil Engines

Society's Freeboard (if assigned) as painted on Ship and now verified Continuous Survey: 3 ft. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF S.S. 2ND NO. 1, (SRL) &amp; DAMAGE "A" stated to have been caused by the vessel bumping against a quay. For particulars see Kobe Damage Report dated 12/8/41. DAMAGE "B" - cause not stated.

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

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

Lining on ship's side removed in way of sidelights and plating in way of same examined and found 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	1	6 part.			6			
Removed and Fair'd or Repaired	2							
Fair'd or Repaired in place								

ESSENT CONDITION OF THE

Good	as/rpt.	Yes, as/rpt.	Copper, or I.M. of Wood Vessels (State if on Felt.) When put on, Month
King of Decks	"	"	Good
ings	"	"	Boats
s & Fastenings	"	"	Masts, Yards, &c.
de Plating	"	"	Condition, how ascertained
" " in way of sidelights	"	"	(State if redness removed)
Breasthooks	"	"	Sails
Transoms	"	"	Equipment letter
Frames	"	"	Anchors, No. of
Reverse Frames	"	"	Chain Locker
Longitudinals	"	"	Cables (State if now ranged)
Transverses	"	"	" length 270 fms mean diamr. 2 1/2"
Floors	Good, as/rpt.	"	" Rule length 270 fms size 2-4/16"
Keelsons	"	"	Hawser & Warps
Stringers	"	"	Standing and Running Rigging
Inner Bottom Plating	"	"	
State if Tanks have been examined inside	"	"	
State if Tanks now tested	"	"	
Bulkheads	Good	"	
Ceiling	"	"	
Cement (State which.)	"	"	
Rudder	"	"	
Steering gear and its connections	"	"	
Windlass	"	"	
Have pumps now been examined and found efficient?	Yes	"	
Have Sluice Valves now been examined and found efficient?	"	"	
Have Watertight Doors now been examined and found efficient?	Yes	"	
Have Ventilators and their Coamings been examined and found efficient?	Yes	"	
Air and Sounding Pipes	Yes, as/rpt.	"	
Dblng. Plates under Sounding Pipes	"	"	
Engine Room Skylights	Good	"	
Coal Bunkers, Open'gs, Lids, &c.	"	"	
Oil Bunkers	Good	"	
Scuppers	"	"	
Cargo Hatchways	"	"	
Hatches	"	"	
Planking of Wood Vessels	"	"	
Caulking	"	"	
Treggals	"	"	
Breasthooks & Stemson	"	"	
Transoms, Painters, & Crutches	"	"	
Timbers of Frame at openings	"	"	
Ditto Ditto at other places	"	"	
Stringers, Clamps & Shells	"	"	
Sanding	"	"	
(State if examined.)	"	"	

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 is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 8,41 and the notation S.S. Kob. 2nd No. 1-41, as previously recommended subject to indented port side forward bottom shell plating being dealt with at the Owners' convenience.

Survey Fee (per Section 20) Yen 270.00  
Special Damage or Repair Fee (if any) (per Sec. 20) Yen 200.00  
Travelling Expenses (if chargeable) (Incl. Machinery) Yen 95.00  
Second Surveyor's Fee (if any)

Fees applied for, 30/8 1941

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

FRI 5 JUN 1942

OMIT CLASS ON RE-PRINT.



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Lloyd's Register Foundation

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Decks, casings, hatchways, hatches and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, control gear and hand gear, pumps, W.T. doors, scuppers, skylights, masts (with dk angles) spars, rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition. Freeboard verified.

S. R. L.:- S.S.2nd No.1 have now been completed as stated above.

No.1 plate in the strake, 2nd below upper deck sheer strake, badly indented - removed, faired and fitted.

6 side frames, badly buckled - cropped and partly renewed with suitable butt strap.

6 deck beams, badly buckled - renewed.

6 beam brackets, badly bent - renewed.

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

[illegible]

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

[illegible]

NOTE:- As it was not allowed for the vessel to lie in dry dock and completely repair the bottom damage, it is the Owners desire to deal with this at the next dry docking.

REPAIRS DUE TO WEAR & TEAR:- About 100 defective rivets on inner bottom of No.5

double bottom tank renewed.

Other minor repairs effected.