

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th Jan. 41 When handed in at Local Office 15th Jan. 41. Port of YOKOHAMA

No. in Reg. Book 84149 Survey held at YOKOHAMA Date, First Survey 16th Dec. 40 Last Survey 14th Jan. 19 41.

on the Wood, Iron or Steel T.Sc. S. "SUWA MARU"

TONNAGE:— Built at Nagasaki By whom Mitsubishi Dkyd & E. Wks. When 1914 - 9

GROSS 10672 Owners Nippon Yusen K.K. Owners' Address X (if not already recorded in Appendix to Register Book).

UNDER DK. 8971 Managers X Port belonging to Tokyo

NET 6637 Surveyed Afloat or in Dry Dock? Both Name of Dock M.J.K. Yokohama Destined Voyage Sydney, Australia.

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. }

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 9-39	* LMC 12-38
	BS 9-39
ssYka. 2nd No. 3-7, 38	TS (CL) S 7-38
	p11-38

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

Last Report, No. 3289 Port his

(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.)

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.  
(Damage (2) at Liverpool.)

Damage (1) not required. Was a damage report made by anyone else? If so, by whom? at Liverpool.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, S.R.L. AND REPAIR OF DAMAGES stated to have been caused (1) through collision with the S.S. "MONTREAL MARU" at Kobe on 9th June, 1940, whilst on a voyage from Japan to Europe via South Africa and (2) by ship, whilst swinging during a strong wind and current in the river Mersey at Liverpool, colliding with the M.S. "OPALIA", which was lying at anchor there, whilst proceeding to Brunswick Dock, Liverpool on 20th August, 1940.

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	X							As per Report.
Removed and Faired or Repaired	X	X	X	X	X	X	X	
Faired or Repaired in place	1							

### PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>X</u>	Engine Room Skylights <u>Good</u>	Copper, or T.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>X</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>Yes</u>
Stowings <u>"</u>	Cement or Asphalt <u>X</u>	Oil Bunkers <u>X</u>	Boats <u>X</u>
Rivets & Fastenings <u>X</u>	Rudder <u>Good</u>	Scuppers <u>X</u>	Masts, Yards, &c. <u>X</u>
Outside Plating <u>Good</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>" g f "</u>
Frames <u>X</u>	Have pumps been examined and found efficient? <u>X</u>	Planking <u>/</u>	Equipment letter <u>3B 1S</u>
Transverse Frames <u>X</u>	Have Sluice Valves been examined and found efficient? <u>X</u>	Caulking <u>/</u>	Anchors, No. of <u>3B 1S</u>
Longitudinals <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>
Transverses <u>X</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>/</u>	" length <u>330 fms</u> mean diam. <u>2 1/8"</u>
Floors <u>X</u>	Air and Sounding Pipes <u>X</u>	Transoms, Pointers & Crutches <u>/</u>	(on board) <u>11"</u>
Keelsons <u>X</u>	Doubling Plates under Sounding Pipes <u>X</u>	Timbers of Frame at openings <u>/</u>	" Rule length <u>330 fms</u> size <u>2 1/8"</u>
Stringers <u>X</u>		" " at other places <u>/</u>	Chain Locker <u>X</u>
Inner Bottom Plating <u>X</u>		Stringers, Clamps & Shelves <u>/</u>	Hawsers & Warps <u>stated sufficient</u>
Have the Tanks been examined internally? <u>No</u>		Sanding <u>/</u>	Standing and Running Rigging <u>efficient</u>
Have the Tanks been tested? <u>No</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 ship so far as now seen, is in a good condition and eligible, in my opinion, to be continued as classed in the register Book with fresh record of survey 1-41.

Survey Fee (per Section 20) (Annual)	£ 115.00	Fees applied for, 16-1-1941
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 60.00	Received by me, 19
Travelling Expenses (if chargeable)	£ 4.00	
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

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5/2.40

100A1 without spl  
Bd 1.41



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Lloyd's Register Foundation

T.S.S. "SUWA MARU".

CONDITION 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 & coamings, casings etc., examined and found or now placed in good condition.

Cables ranged and examined.

REPAIRS OF DAMAGE (1) All the damage was confined to the after gangway door in the after well deck, port side.

NOW DONE:- Gangway door removed, frame angle and stiffeners removed from plate, plate faired, frame angle and stiffeners renewed and door replaced.

One round portable stay for door, removed, faired and replaced.

On completion, repairs recoated as formerly.

REPAIRS OF DAMAGE (2) This damage affected the Boat Deck and Promenade Deck at after end, the Poop Deck at forward end and the Bulwark plating in after well deck, all on starboard side. (See S.R. List.)

NOW DONE:- Boat Deck, after end, starboard side.

2 aftermost curtain plates removed, faired and replaced.

Stringer tie plate in way faired in place and stringer angle removed, faired and replaced.

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 of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, 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.

Iron Steam Chain or Steel Wire...

Wood deck planking removed and replaced with part new material, caulked and payed (19 planks each about 30'-0" long).

Removed for access to repairs and replaced on completion:- 2 lifeboats,

3 welin davits, wood chocks for 1 lifeboat, 3 belaying bollards and eyebolts for lifeboat lashings.

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Port of YOKOHAMA

Continuation of Report No. 7039 dated 15th January, 1941, on the

T.S.S. "SUWA MARU".

REPAIRS OF DAMAGE (2), NOW DONE. (Continued)

Promenade Deck, after end, starboard side.

2 curtain plates with cope bar removed, faired and replaced.

Deck stringer plate part faired in place and stringer angle part removed, faired and replaced.

Deck (round) stanchions; 1 part renewed and 4 removed, faired and replaced.

Rail stanchions; 1 renewed and 6 removed, faired and replaced.

Diagonal support; 1 removed, faired and replaced.

Guard rails (4 high) in way removed, faired and replaced with part new material.

Teak hand rail removed and replaced with part new material.

Souper pipe from Boat Deck to Promenade Deck renewed.

After Well deck, starboard side.

1 bulwark plate removed, faired and replaced and

Bulwark rail (tyzack section) faired in place.

4 bulb plate stays removed faired and replaced and 2 stiffener angles on bulwark plate renewed.

Cement in gutter cut out and renewed.

Poop Deck, forward end, starboard side.

5 rail stanchions removed, faired and replaced and hand rails (4 high) in way part removed, faired and replaced.

Sheer strake above stringer plate part faired in place and cope iron in way removed, faired and replaced.

Teak hand rail removed and replaced with part new material.

A few minor repairs effected.

On completion, all the foregoing repairs coated as formerly examined and found satisfactory.

It is recommended that this item be now deleted from the S. R. List.

S.R. List. (See Yka. Rpt. No. 6759 and L.O. Enquiry Letter dated 22nd May, 1940.)

The deck stringer plate, starboard side, over the cross Bunker was specially examined and found to be efficient and it is not now considered necessary to either renew or repair it. It is recommended, therefore, that this item be removed from the S.R. List also.

Interim Certificate issued, copy attached.

Handwritten signature/initials.

