

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 18th July 41 When handed in at Local Office: 18th July 1941 Port of: SHIMONOSEKI.
 No. in Reg. Book: 78404 Survey held at: KASADO Date, First Survey: 27th June Last Survey: 16 July 1941.
 on the Kanji Iwano Steel Single Screw Steamer "LIVERPOOL MARU"

TONNAGE:— Built at Kobe By whom Kawasaki Dkyd Co. Ltd. When 1919
 GROSS 5866 Owners Kokusai Kisen K.K.
 UNDER DEK. 5586 Managers /
 NET 4271 Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Both Name of Dock Kasado Dock Destined Voyage /
 Cell/D/Bor/D/Ba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet 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. 2596 Port Smk.

Yes

(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the survey 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 Offered & Accepted Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft 1 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey No.1., S.R.L. and Damage stated to have been caused by collision with s.s. "tamahoko Maru" on the 14th December 1940 at a Port.

For further particulars see Smk. Damage report, dated 17th July 1941, copy attached hereto.

Now Done:—Vessel placed in dry dock, bottom, rudder, stern frame and stem, cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds (except No.1 hold) tween decks, fore & after peaks, engine & boiler space and coal bunkers, cleared for survey, ceiling lifted as required by rules, all oxidation removed and 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.

Ash shoot and plating under same examined and found or now placed in good condition.

SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	/	/	/	/	/	/	/	Docking bridge deck stanchion & repaired.
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		P. T.O.	
Decks	Good	Bulkheads	Good
Caulking of Decks	"	Ceiling	"
Coamings	"	Cement or Asphalt	"
Beams & Fastenings	"	Rudder	Good
Outside Plating	"	Steering gear and its connections	"
" in way of sidelights	"	Windlass	"
Frames	"	Have pumps been examined and found efficient?	Yes
Reverse Frames	/	Have Sluice Valves been examined and found efficient?	Yes
Longitudinals	/	Have Watertight Doors been examined and found efficient?	Yes
Transverses	/	Have Ventilators and their Coamings been examined and found efficient?	Yes
Floors	/	Air and Sounding Pipes	Good
Keelsons	/	Doubling Plates under Sounding Pipes	"
Stringers	Good		
Inner Bottom Plating	"		
Have the Tanks been examined internally?	No		
Have the Tanks been tested?	Yes as stated		
Engine Room Skylights	Good		
Coal Bunkers, Oil Bunkers &c.	"		
Oil Bunkers	/		
Scuppers	Good		
Cargo Hatchways	"		
Hatches	"		
Planking	/		
Caulking	/		
Treenails	/		
Breasthooks & Stemson	/		
Transoms, Pointers & Crutches	/		
Timbers of Frame at openings	/		
" at other places	/		
Stringers, Clamps & Shelves	/		
Salting	/		
Copper, or Y.M. (State if on Felt.)	/		
When fitted, Month	Year		
Boats	Good		
Masts, Yards, &c.	"		
Condition, how ascertained (State if wedges removed)	From aloft		
Equipment letter	Y		
Anchors, No. of	3B 1S 1K		
Cables (State if now ranged)	Yes		
" length (on board)	270 2 3/16 2 31/32		
" Rule length	270 size 2 3/16		
Chain Locker	/		
Hawsers & Warps	Good		
Standing and Running Rigging	"		
Sails	/		

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 vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 7.-'41, and the notation "S.S.No.1-41", Subject to 15 fms of Chain cable being renewed at the earliest opportunity.

Survey Fee (per section 20)	120:00	Fees applied for,	18. 7. 1941
Special Damage or Repair Fee (if any) (per sec. 20)	75:00	Received by me,	
Travelling Expenses (if chargeable)	67:00		
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.

FRI. 22 MAY 1942

OMIT CLASS ON RE-PRINT,

Lloyd's Register Foundation

007620-007625-0153

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

Decks, casings, hatchways, hatches & web plates, tarpaulins, cleats and fastenings, ventilators with coamings and covers, ceilings, cargo battens, air & sounding pipes, plates under sounding pipes, windlass, steering engine, rods, chains, sgeaves and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with dk angles), rigging (from aloft) anchors, chain cables (cables ranged), hawsers and warps and general equipment examined and all found or now placed in good condition, except 15 fms of chain cables in S.A.L.

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

15 fms of chain cable not renewed at this time.
It is stated that new chain cable is now on order.

Stanchion (channel bar) and top bracket removed, faired & refitted and top attaching angle to deck and bottom bracket faired in place.

Repairs due to wear & tear:-

7 gusset angles (3P & 4S) in No.2 hold- renewed.
2 web frame plates (1P & 1S) in upper tween decks side bunker- renewed.
Ash shoot pipe- part renewed.
Other repairs of a minor nature effected.

ANCHORS.

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

[illegible]