

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Jan. 1941. When handed in at Local Office 31st Jan. 1941. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 13th Jan. Last Survey 25th Jan. 1941.
Reg. Book. (No. of Visits Three)

8509 on the Wood, Iron or Steel T.Sc.S. "TOYAMA MARU"

TONNAGE:- Built at Nagasaki By whom Mitsubishi Dkyd & E Wks. When 1915 - 6

GROSS 7090 Owners Cno Shoji Gomei Kaisha. Owners' Address X
(if not already recorded in Appendix to Register Book).

UNDER DK. 6574 Managers X Port belonging to Tokyo

NET 4386

Surveyed Afloat or in Dry Dock? Both Name of Dock M.J.K. Yokohama Destined Voyage X

Cell/Dor/Dba X feet; uE&B X feet; f X feet } Particulars of Classification (which must be inserted
total capacity X tons. FPT X tons; APT X tons; MT X feet X tons. }
precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records of tanks should be inserted.

Last Report, No. 6893 Port Yka

(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 X

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 10-39	* TMC 10-38
	BS 10-39
ssKob.No.3-11,33	TS(CL) 10-39
ssKob.No.1-37	

Society's Freeboard (if assigned) as per 100A1 to be DRILLED and painted on Ship and now verified in 24 hours hold, or at next special survey thereafter. X

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR ANNUAL SURVEY, COMMENCEMENT of SPECIAL SURVEY 2ND No.2 and S. R. LIST.

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 decks spaces, casings, etc., examined and found or now placed in good condition.

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

Cables ranged and examined.

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			
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

(P.E.G. = parts examined - good)

Decks <u>Good</u>	Bulkheads <u>P.E.G.</u>	Engine Room Skylights <u>Good</u>	Copper, or T.M. (State if on Fell.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>P.E.G.</u>	When fitted, Month Year
Coamings <u>"</u>	Cement <u>"</u>	Oil Bunkers <u>X</u>	Boats <u>X</u>
Beams & Fastenings <u>P.E.G.</u>	Rudder <u>Good</u>	Scuppers <u>P.E.G.</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>P.E.G.</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed)
Frames <u>"</u>	Have pumps been examined and found efficient? <u>X</u>	Planing <u>X</u>	Equipment letter <u>"h"</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>X</u>	Caulking <u>X</u>	Anchors, No. of <u>33.15</u>
Longitudinals <u>X</u>	Have Watertight Doors been examined and found efficient? <u>X</u>	Treenails <u>X</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>X</u>	" length 300 fms mean diamr <u>2 1/2"</u>
Floors <u>P.E.G.</u>	Air and Sounding Pipes <u>P.E.G.</u>	Transoms, Pointers & Crutches <u>X</u>	" Rule length 300 fms size <u>2 6/16"</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>P.E.G.</u>	Timbers of Frame at openings <u>X</u>	Chain Locker <u>Good</u>
Stringers <u>"</u>		" " at other places <u>X</u>	Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>X</u>	Standing and Running Rigging <u>Efficient</u>
Have the Tanks been examined internally? <u>See Rpt.</u>		Salting (State if examined.) <u>X</u>	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 good condition and eligible in our opinion to be continued as classed with fresh record of survey 1-41, and the Notations of S.S. No.2 with place and date on completion of the Special Survey.

Survey Fee (per Section 29) <u>Annual</u>	£ 115.00	Fees applied for,	25-1- 1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 200.00	Received by me,	30-1- 1941
Travelling Expenses (if chargeable)	£ 4.00		
Second Surveyor's Fee (if any)	£ X		

[Signatures]
Surveyor to Lloyd's Register of Shipping.

Committee's Minute note 3
Character Assigned 100A1 subject
see 1,41

FRI. 12 JUN 1941

OMIT CLASS ON RE-PRINT

007707-007713-0187 1/2

10m.4.30.—Transfer In. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to

T.Sc.S. "TOYAMA MARU"

ANNUAL SURVEY: (continued)

Repairs due to wear and tear: - Now done: -

Stern frame bottom gudgeon rebushed and riser washer renewed.
Top and one intermediate gudgeons rebushed.

A few minor repairs effected.

SPECIAL SURVEY 2ND NO.2. COMMENCED.

Now done: - Examined: Nos. 1, 4 and 5 holds, decks and tween decks, (No. 5 hold is deep tank, Bridge tween decks, cross bunker hold, engine space and under engines, chain locker, fore peak spaces, windlass, steering gear and rudder, air and sounding pipes where they apply and ceiling removed as required.)

* See first page of this report.

Internally examined: Nos. 4 and 7 double bottom tanks, deep tank (i.e. No. 5 hold) and after peak tank.

Pressure tested: Nos. 1, 3, 5 and 6 double bottom tanks and the tween deck P.W. tank at after end of engine room.

Repairs wear and tear, Now done: -

No. 4 Hold front bulkhead bottom brackets, 19 pcs renewed, 4 horizontal brackets to shell renewed and 4 pcs. of patches fitted on bulkhead plating.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX STOCK.		TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.			
	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.

CHAIN CABLES.

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.	
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.

Cross bunker chipped and 14 stiffeners and 4 horizontal brackets to shell on after W.T. bulkhead renewed.

Forward screen bulkhead plating, lower part all renewed.

(Continued page 3)

Rpt. 9a.

Port of

YOKOHAMA

Continuation of Report No. 7051 dated 31st Jan. 1941, on the

T.Sc.S. "TOYAMA MARU".

SPECIAL SURVEY 2ND NO.2 (continued)

REPAIRS, Wear and tear, deferred.

No. 6 Hold. All margin side frame brackets to be renewed but it is

recommended that in view of the present economic conditions only every alternate bracket be renewed at this Survey and the remainder at the first convenient opportunity thereafter.

To complete this Special Survey, All the requirements of the Rules and Repairs,

Wear and tear, deferred, require to be complied with except the foregoing items of Special Survey "Now done", and Owners' representative stated that the survey would be advanced at the first convenient opportunity. *Shell plating to be drilled (24 7/8) old.*

NOTE: - This Special Survey is not due until 11-41, but has been advanced at this time at Owners' request to accommodate Japanese Government Survey.

S. R. LIST: - Windlass countershaft and main wheel, stated by Owners' representative to have been renewed at Nagoya in April, 1940, specially examined at this time and found satisfactory.

It is submitted that this item be now removed from the S.R. List.

Interim Certificate issued - copy attached.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B. - If this Report is copied by Copying Press, special 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.