

30 SEP 1940

Rpt. 8.

(Received at London Office SEP 23 1940)

No. 11544

REPORT of SURVEY for REPAIRS, &c.

DISCLOSED
BY No. 11544

Date of writing Report 19/7/40 when handed in at Local Office 2nd July 1940 Port of Kobe.

No. in Survey held at Innoshima. Date, First Survey 24/6/40 Last Survey 17/7/1940.
Reg. Book. 36086 on the ~~Head~~ ~~from~~ Steel S/S "VICTORIA MARU". (No. of Visits Five.)

TONNAGE:- Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1921

GROSS 5876 Owners Nissan Kisen Kabushiki Kaisha. Owners' Address
UNDER DK. 5590 Managers Port belonging to Tokyo.

NET 4257
Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima 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. 2563. Port SKM.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 of 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 summarized 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 CONDITION SURVEY, PART S.S.No.2 & REPAIR OF DAMAGE stated to have been caused by a collision with S.S. "SIN-AI MARU", on the 13th June 1940 at a port (not named) whilst laying at anchor. For further particulars please see Kobe Damage Report dated 15th July 1940. NOW DONE:- Vessel 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 deck space and generally examined and found or now placed in good condition.

Windlass and steering gear examined and found or now placed in good condition.

S.R.L.:- Windlass cylinder block renewed (recommended by Smk. Surveyor in March 1940). NOW DONE for Part S.S.No.2:-

Starboard side tween-deck bunker cleared for survey, oxidation removed, examined and (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	6	7 & 1 Partly	-	-	3 partly	-	8 & 2 partly	stringer Angles, Bulwark.
Removed and Faired or Repaired	3	6	-	-	2 partly	-	-	Coal hatches &c. Repaired.
Faired or Repaired in place	1	2	-	-	1	-	-	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks Good	State if Tanks now tested	Dbng. Plates under Sounding Pipes	(State if on Feet). When put on, Month
Caulking of Decks "	Bulkheads Good	Engine Room Skylights Good	Boats Good
Coamings "	Ceiling "	Coal Bunkers, Open'gs, Lids, &c. Good, As/Rpt.	Masts, Yards, &c. "
Beams & Fastenings "	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained From deck.
Outside Plating "	Rudder Good	Scuppers Good	(State if wedges removed)
" " in way of sidelights --	Steering gear and its connections "	Cargo Hatchways "	Sails --
Breasthooks --	Windlass "	Hatches "	Equipment letter y
Transoms --	Have pumps now been examined and found efficient? --	Planking of Wood Vessels --	Anchors, No. of 3B. 1s. 1K.
Frames Good	Have Sluice Valves now been examined and found efficient? --	Caulking ditto --	Chain Locker --
Reverse Frames "	Have Watertight Doors now been examined and found efficient? --	Treenails ditto --	Cables (State if now ranged) No
Longitudinals --	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson ditto --	" length, Stated complete.
Transverses --		Transoms Pointers, & Crutches ditto --	" Rule length 270 fms. size 2-3/16"
Floors --		Timbers of Frame at openings ditto --	Hawser & Warps --
Keelsons --		Ditto Ditto at other places ditto --	Standing and Running Rigging --
Stringers --		Stringers, Clamps & Shells ditto --	
Inner Bottom Plating --		Salting ditto --	

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 ptND21, &c."
This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 7,40 and the notation of S.S.No.2-with date-when the survey has been completed.

Survey Fee (per Section 20) Yen 115:00
Special Damage or Repair Fee (if any) (per Sec. 20) Yen 400:00
Travelling Expenses (if chargeable) (Including Machinery). Yen 129:00
Second Surveyor's Fee (if any) £

Committee's Minute
Character Assigned
FRI. 11 OCT 1940
FRI. 12 JUN 1942
OMIT CLASS ON RE-PRINT.
Lloyd's Register Foundation
007739-007745-0090 1/2

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

or now placed in good condition.

Note:- The Owners desire that the above part only be accepted as the S.S.No.2 at this time.

TO BE DONE TO COMPLETE THE S.S.No.2:-

All rule requirements to be complied with, except as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Nos.2 & 3 plates (from stem) in 4th strake below upper deck sheer strake on port side - renewed.

Two second deck plates in starboard side bunker - renewed.

No.1 hatch coaming stiffener (starboard side only) - renewed.

No.2 hatch coaming stiffener (port side only) - renewed.

Other repairs of a minor nature effected.

REPAIRS DUE TO DAMAGE:-

On Starboard side, in way of Side Bunker:-

Shell Plating:- (Plates numbered from Aft and Strake below Upper Deck Sheer strake)

5 plates, No.9 in upper deck sheer strake, No.8 in 1st strake, No.9 in 2nd strake, No.9 in 3rd strake and No.9 in 4th strake - renewed.

One plate, No.9 in 5th strake - renewed.

3 plates, No.8 in upper deck sheer strake, No.10 in 2nd strake and No.9 in 6th strake - removed, faired and refitted.

One plate, No.8 in 5th strake - faired in place.

Framing:-

6 bulb angle lower frames - removed, faired and refitted.

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, Weight of Sock, 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.

7 angle upper frames, - renewed.

One web frame in lower bunker, buckled - now shell angle and web plate renewed and face bar removed, faired and refitted.

2 web frames in tween deck, buckled at bottom - now bottom parts of web plate cropped and part renewed and deck angles - renewed.

Upper Deck:-

One stringer plate - renewed.

One doubling plate on the stringer plate - renewed.

Stringer angle in way of the above - cropped, part renewed and part faired and refitted. (Continued).

Upper Deck:- (Cont.)

2 deck plates - renewed and 2 deck plates - cropped and part renewed.

One coal hatch corner doubling plate - renewed.

One coal hatch coaming - buckled - coaming plate - renewed, deck angle hatch supporting angles and half round shifting bar - removed, faired and refitted.

One bulwark plate - renewed.

Bulwark rail in way of the above - cropped, part renewed part faired and refitted.

3 bulwark stays - removed, faired and refitted.

One deck beam - cropped and part renewed with new butt strap.

One deck beam - faired in place.

One beam bracket - renewed.

3 beam brackets - removed, faired and refitted.

Second Deck:-

One stringer plate - renewed.

Stringer angle in way of the above - cropped and part renewed.

15 shell angles of the stringer plate - renewed.

4 deck plates - renewed.

Coaming angle of one coal hatch - renewed.

2 deck beams - cropped and part renewed and fitted with new butt straps.

One deck beam - cropped, faired and refitted with new butt strap.

2 beam brackets - renewed.

Third Deck:-

One stringer plate - renewed.

Stringer angle in way of the above - cropped and part renewed.

10 shell angles of stringer plate - renewed.

Coaming angle of one coal hatch - renewed.

2 deck beams, - removed, faired and refitted.

3 beam brackets - renewed.

Boat Deck:-

Boat deck planking on starboard side forward - repaired.

One boat deck angle stanchion - removed, faired and refitted.

Slack rivets renewed and leaky seams recaulked as found necessary in the vicinity of the above damage.

All removals necessary to effect repairs replaced in good order, all new and disturbed work recoated as necessary and repaired shell and deck - hose tested and found tight.

NOTE:- Change of the Ownership and Port of Registry.

New Owners:- Nissan Kisen Kabushiki Kaisha.

New Port of Registry:- TOKYO.

T.K.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.