

30 SEP 1940

Rpt. 8.

(Received at London Office

SEP 23 1940

No. 11544

REPORT of SURVEY for REPAIRS, &c.

DISCLOSE
BAY No.

Date of writing Report 19/7/40 When handed in at Local Office 24th July 1940 Port of Kobe.
Date, First Survey 24/6/40 Last Survey 17/7/1940.
(No. of Visits Five.)

No. in Survey held at Innoshima.
Reg. Book. 36086 on the Head, from Steel S/S "VICTORIA MARU".
TONNAGE:— Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1921
GROSS 5876 Owners Nissan Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 5590 Managers Tokyo. 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 serially 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 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 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 <u>Good</u>	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt).
Caulking of Decks	Bulkheads <u>Good</u>	Engine Room Skylights	When put on, Month
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
Outside Plating	Rudder <u>Good</u>	Scuppers	Condition, how ascertained <u>From deck.</u>
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
Breasthooks	Windlass	Hatches	Sails
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
Frames <u>Good</u>	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of <u>3B. 1s. 1K.</u>
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
Transverses		Transoms Pointers, & Crutches ditto	" length <u>stated complete.</u>
Floors		Timbers of Frame at openings ditto	" Rule length <u>270 fms. size 2-3/16"</u>
Keelsons		Ditto Ditto at other places ditto	Hawser & Warps
Stringers		Stringers, Clamps & Shells ditto	Standing and Running Rigging
Inner Bottom Plating		Salting (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 and ptND24, &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) Yen 400:00
Travelling Expenses (if chargeable) Yen 129:00
(Including Machinery).
Second Surveyor's Fee (if any)

Fees applied for, 19/7/1940

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 11 OCT 1940

FRI. 12 JUN 1942

OMIT CLASS ON RE-PRINT.

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Lloyd's Register Foundation

007739-007745-0090 1/2

