

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4/3/40 When handed in at Local Office 10.40 Port of Kobe.

No. in Survey held at Tama. Date, First Survey 15/2/40 Last Survey 29/2 19 40.
Reg. Book. on the Wood, Iron or Steel M.S. "NITIYO MARU" (No. of Visits Three.)8876180341
TONNAGE: Built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1934 MONTH 3
GROSS 7509 Owners Toyo Kaiun Kabushiki Kaisha. Owners' Address
UNDER DK. 6070 Managers Port belonging to Tokyo.
NET 5513

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage

WB=Cel.D.Bor.D.Ba 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. 11198 Port Kobe

(Periodical Surveys, when held, must be reported in detail and verbatim 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 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 Dam.Rpt.—declined.

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

CHARACTER.	Year assigned	Machinery and Boiler surveys
*100A1	7.39	*LMC(CS) 9.37
		11.38
		DES 11.38
		TS(CI) 7.39

Carrying cargo oil F.P. above 150°F. in deep tanks.

ssYka.No.1-37.

Society's Freeboard (if assigned) as 2002 m/m. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY & REPAIR OF DAMAGE stated to have been caused by contact with S.S. "TONEGAWA MARU" on the 28th January 1940 whilst on Government Service. Damage Report not requested.

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 spaces, windlass, steering engine and connections and general equipment examined and found or now placed in good condition.NOTE:- The Summer Freeboard assigned by the Japanese Government is 2002 m/m and the corresponding draft B.K. is 8060 m/m.
(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								
Removed and Fair'd or Repaired	2							
Fair'd or Repaired in place								

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

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 2.40.

Survey Fee (per Section 29) Yen 115:00
Special Damage or Repair Fee (if any) £ -- --
Travelling Expenses (if chargeable) Yen 35:00
(Including Machinery).
Second Surveyor's Fee (if any) £

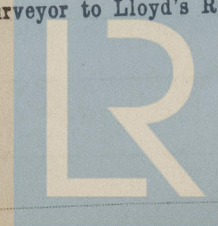
Fees applied for, 29/2/19 40

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned

FRI 12 APR 1940

1000
Caro. Cargo at 2.40
D.B.S. 2.40 2.40Lloyd's Register
Foundation

007998-007998-0268

REPAIRS DUE TO DAMAGE:-

Port Side :-

5 Handrail stanchions on poop - faired and repaired - bent.

2 forecastle deck sheer strake plates (Nos.2 & 3 from stem) faired in place slightly indented.

Bulwark plates - faired at 3 places abreast Nos.1 & 2 hatches - faired in place - slightly indented.

REPAIRS DUE WEAR AND TEAR: -

3 slack rivets aftmost main frame shell connection, in after peak tank-renewed.

pl

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.