

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 9th June 1941 When handed in at Local Office 13/6/1941 Port of Kobe  
No. in Reg. Book. Survey held at Onomiti Date, First Survey 12/5/41 Last Survey 24/5 1942.  
(No. of Visits 3)  
84834 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ S/S "TIHUKU MARU"  
TONNAGE:— Built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919 1 mo.  
GROSS 5857 Owners Kaiyo Kisen K.K. Owners' Address  
UNDER DK. 5586 Managers Port belonging to Hasidate.  
NET 4259

Surveyed Afloat or in Dry Dock? Both Name of Dock Mukaijima 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.

Last Report, No. 11441 Port Kobe.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.  
Years Assigned  
Machinery and Boiler Surveys (including date of N.B., in any).  
\*100A1 Awn.deck with freeboard, 1,39  
\*LMC 3,40 TS(CL) 1,39  
ssKob.No.3-5,31  
ssKob.No.1-36.  
Society's Freeboard (if assigned) as 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 & COMPLETION S.S.2ND NO.2.

NOW DONE:— Vessel placed in dry dock. Bottom, stern frame, and rudder cleaned, examined and found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, windlass and steering engine and equipment generally examined and found or now placed in good condition.

Plating in way of ash shoots examined and found in good condition.

COMPLETION S.S.2ND NO.2:—

Lower side bunkers examined and found in order, afterwards recoated.

No.3 double bottom tank, in way of side bunkers, tested by a head of water as required by the Rules and found tight.

(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 Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;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.

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 5,41 and the Notation S.S.Kob.S.S.2nd No.2-40 as previously recommended.

Survey Fee (per Section 20) Yen : 185.00  
Special Damage or Repair Fee (if any) (per Sec. 20) X  
Travelling Expenses (if chargeable) (Including Machinery) Yen : 37.00  
Second Surveyor's Fee (if any) £

Fees applied for, 29/5 1941  
Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 29 AUG 1941

100A1  
Awn. DK. w/r  
S.S. No. 2-40  
B.S. 5.41

Lloyd's Register Foundation

008201-008210-0095



**NOTE:-** The whole of the Rules requirements for S.S.2nd No.2 have now been complied with.

**EQUIPMENT:-** 2 lengths of chain cable found worn near renewal size and renewed. The marks were verified with certificates and found correct. For particulars please see table.

**REPAIRS DUE TO WEAR AND TEAR:-**

The following repairs have been effected at the Owners' request:-

2 - Shell plates "D-2" (from stern) "I-4" (aft) on port side - renewed.

2 - Shell plates "D-2" and "E-1" (from stern) on starboard side - renewed.

Other minor repairs effected.

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

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
(Divided)	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
40761A	15-5/6	2 1/4	91-22	127-0	38-3-26				Stud Link		11-12-38 L.P.H. Cardiff.
40761B	15	"	"	"	"						L. L. Wright.
Iron Stream Chain or Steel Wire....											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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