

Rpt. 8.

DISCLOSED  
REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14th June 41 When handed in at Local Office 26/6/1941 Port of Kobe  
No. in Reg. Book. Survey held at Innoshima Date, First Survey 23/5/41 Last Survey 9/6 1941

77401 on the ~~Ward~~ Steel S/S "NIKKI MARU" (ex "KIHUKU MARU")  
TONNAGE: Built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1918, 11 mo.

GROSS 5857 Owners Nissan Kisen K.K. Owners' Address  
UNDER DK. 5585 Managers Port belonging to  
NET 4259

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock. Destined Voyage  
WB=Cell DBor DBa 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. 2573 Port Smk.

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.  
Years Assigned now extended.  
Machinery and Boiler Surveys (including date of N.B., in any).  
\*100A1 awng.dk. with freeboard 5,40.  
\*LMC 5,40 TS(OG) 7,39  
S.S. Smk No. 2-40  
ss Kob. No. 3-3, 31  
ss Osa. No. 1-36.

Society's Freeboard (if assigned) as painted on Ship and now verified. Please see Kobe Damage Report dated 13/6/41.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY and REPAIR OF DAMAGE stated to have been caused by vessel fouling with the No.2 buoy at Moji on the 4th June 1940 whilst arriving at the port from Dungun. For particulars please see Kobe Damage Report dated 13/6/41, attached.

NOW DONE:-

Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

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

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

~~Ash shoots & plating in way of same specially examined and found or now placed in good condition.~~  
(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	Bilge Keel:- Bulk plate about 8'7" x 1"
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	renewed. Shell angle about 8'3" x 1"
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	repaired in place.

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

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 6,41.

Survey Fee (per Section 20) Yen : 115.00  
Special Damage or Repair Fee (if any) (per Sec. 20) \* 50.00  
Travelling Expenses (if chargeable) (Incl. Machinery) Yen : 55.00  
Second Surveyor's Fee (if any) £ :  
Fees applied for, 11/6/1941  
Received by me, 13/6/41

Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned

TUE. 23 SEP 1941  
100A1 without Spl. Cond.  
Awng. dk. w/fh  
+ dm. 6.41

Lloyd's Register Foundation

008618-008627-0061



EQUIPMENT(S.R.L):- 4 lengths of chain cable now renewed, the marks verified with certificates and found correct. For particulars see table below.

REPAIRS DUE TO DAMAGE:-

Bilge Keel, Starboard Side:-

Bulb Plates:- 2nd and 4th lengths (total length about 65'-7") now completely renewed with 4 double butt straps.

3rd and 6th lengths now cropped and part renewed (total length about 22'-0") with new double butt straps.

Shell angles in way, total length about 83'-0" now faired in place.

New and disturbed parts recoated where necessary on completion of repairs.

REPAIRS DUE TO WEAR AND TEAR:-

The following repairs have now been carried out at the Owners' request:-

Shell Plates:-

Nos. 2 & 3 plates (from stem) in 6th strake below upper deck sheer strake on each port and starboard side - renewed.

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

Upper Deck:-

One bollard newly fitted at starboard and forward end and the deck plate in way part doubled.

One deck plate abreast No.3 hatch, starboard side - renewed.

One deck plate abreast No.4 hatch, port side - renewed.

4 deck plates abreast No.5 hatch, port side - renewed.

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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
248	15	2-16	86.25	120.5	39 3 11				Stud Tokyo Seisa 28.12.40 Tokyo Seisa		
249	"	"	"	"	39 3 7				Link Tekko K.Kaisha Tekko K.K. K.K.		
250	"	"	"	"	39 3 11				"	"	3.2.41
252	"	"	"	"	39 3 11				"	"	"
Iron Bower Chain or Steel Wire....											

One deck plate abaft No.5 hatch - renewed.

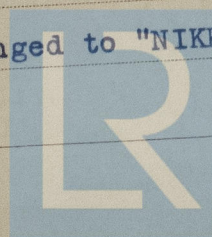
2nd Deck:- One stringer plate in side bunker, port side - renewed.

One deck plate in No.3 hold, port side - renewed.

Tank Top:- One tank top/<sup>plate</sup> in engine room, starboard side - renewed.

Other minor repairs carried out.

NOTE:- The name of this vessel has now been changed to "NIKKI MARU".



Lloyd's Register Foundation