

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st Sept, 1955 When handed in at Local Office 19 Port of Shimonoseki  
 No. in Survey held at Shimonoseki Date, First Survey 17-9-55 Last Survey 20th Sept., 1955  
 Reg. Book 15347 on the Ward, J. & Co. Steel Single Screw Steamer "KAIYO MARU" (No. of Visits 2)  
 65631

TONNAGE: — Built at W. Hartlepool By whom W. Gray & Co. Ltd. When 1930 YEAR. MONTH. 5  
 GROSS 4964 Owners Nichiro Gyogyo K.K. Owners' Address Shimonoseki Wks  
 UNDER DECK 4435 Managers ----- Port belonging to Tokyo  
 NET 3392

DISCLOSED  
SECTION

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Zosen K.K. Destined Voyage No.  
 Cell DB or DBa ----- feet: u&B feet: f feet: -----  
 total capacity ----- tons. FPT ----- tons; APT ----- tons; MT ----- feet. tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 462 Port Sunk

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
BS*	MBS* 2,52
9,53	Blrs 4,53
ssNag. - 2,52	sps 2,52

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

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. Society's Freeboard (if assigned) as painted on Ship and now verified ----- ft. ----- ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Intermediate Docking

Now Done:- Vessel placed in dry dock, bottom, rudder, stern frame, stem, cleaned, examined and found or now placed in good condition.

Steering Chain; One 26 ft length of 38 m/m dia. steering chain placed on board as spare.

For particulars of stamped marks please see back of this Report.

Wear Repair; One scuttle glass Sd aft renewed.

Other minor repairs.

Machinery; Propeller, aft end of stern bush, outside fastening of sea connections, examined and found in good condition.

Interim Certificate (No. G-622) issued, copy attached herewith.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE								
Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>-----</u>					
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	(State if on Felt)					
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>---</u>	When fitted, Month <u>-----</u> Year <u>-----</u>					
Beams & Fastenings <u>"</u>	Rudder <u>---</u>	Scuppers <u>Good</u>	Boats <u>---</u>					
Outside Plating <u>"</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>Good</u>					
" " in way of sidelights <u>Good</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>From Dk</u>					
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>---</u>	Planking <u>---</u>	(State if wedges removed)					
Reverse Frames <u>---</u>	Have Sluice Valves been examined and found efficient? <u>---</u>	Caulking <u>---</u>	Equipment letter <u>036</u>					
Longitudinals <u>---</u>	Have Watertight Doors been examined and found efficient? <u>---</u>	Treenails <u>---</u>	Anchors, No. of <u>2B</u> IS					
Transverses <u>---</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>---</u>	Cables (State if now ranged) <u>Complete</u>					
Floors <u>---</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>---</u>	" length <u>mean diamr.</u>					
Keelsons <u>---</u>	Doubling Plates under Sounding Pipes <u>---</u>	Timbers of Frame at openings <u>---</u>	" Rule length <u>size</u>					
Stringers <u>---</u>		" " at other places <u>---</u>	Chain Locker <u>---</u>					
Inner Bottom Plating <u>---</u>		Stringers, Clamps & Shelves <u>---</u>	Hawser & Warps <u>Sufficient</u>					
Have the Tanks been examined internally? <u>---</u>		Siding <u>---</u>	Standing and Running Rigging <u>Efficient</u>					
Have the Tanks been tested? <u>---</u>		State if examined	Sails <u>---</u>					

## 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The vessel is in good condition, and eligible in my opinion, to remain as now classed with fresh record of Drydocking 9,55.

Survey Fee (per Section 23) ¥5,000  
 Special Damage or Repair Fee (if any) ---  
 Travelling Expenses (if chargeable) ¥ 500  
 Second Surveyor's Fee (if any) ---

Fees applied for  
23 SEP 1955  
LOCALLY  
Received by me,  
19

Committee's Minute THURSDAY 13 OCT 1955

Character Assigned 9.55 Sunk Subject

While Sunk

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



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.

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.

S.S. "KAIYO MARU"

STEERING CHAIN CABLE

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.	
Yka No. 7041	26ft	38mm	27T	54T							Mild Steel Short Link	Tokyo Steel Casting	T.S.C.P.H. 25.8.55 T.S.N.
Iron Stream Chain or Steel Wire													

76



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN