Rpt. DISCLASSED SEC (Received at London Office 4 SEP 1941) DISCLASSED BAY No. No. 2645

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th June 1941 When handed in at Local Office 24th June 1941 Port of SHIMONOSEKI.

No. in Reg. Book. 74966 Survey held at SHIMONOSEKI Date, First Survey 29th May Last Survey 20th June 1941. (No. of Visits 3)

on the ~~[illegible]~~ Steel Single Screw Steamer "GLASGOW MARU".

TONNAGE:— GROSS 5831 UNDER DK. 5586 NET 4227

Built at Kobe By whom Kawasaki Dkyd Co.Ld. When (Year) 1919 (Month) 4

Owners Kokusai Kisen K.K. Owners' Address / (if not already recorded in Appendix to Register Book)

Managers / Port belonging to Kobe

veyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Hikoshima Dock Destined Voyage /

DBorDBa feet; uE&B feet; f feet

l 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.

st Report, No. ~~[illegible]~~ 2589 Port Smk.

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to mplete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and tent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) ould be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be mmarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars ould be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters specting this case.

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).
✠100A1 Awng dk	✠LMC 5-40
with freebd 5-40	TS(OG) 3-39
ssNag.No.3-12,30	
ssSmk.No.2-38	

Subject to the oil fuel instln not being used

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

amage 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 Offered & Accepted

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

AIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey and Repairs of Damage (S.R.L), stated to have n caused by vessel touching ~~with~~ lighters at Dungun.

further particulars see Smk.Damage reports, dated 30th July 1940 and 23rd June 1941.

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

Decks, hatchways, hatches and supports, ventilators & coamings, holds & tween deck spaces, and general equipment generally examined and found or now placed in good condition.

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

Windlass and steering gear examined and found or now placed in good condition.

.L:- Permanent repairs to shell plating on port side aft now carried out as stated below, and the restriction may be removed from the S.R.L. P. T. O.

IARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1	/	/	/	/	/	/	1 plate part doubled.
Removed and Faired or Repaired								
Faired or Repaired in place								

NT CONDITION OF THE

	Good	Bulkheads	/	Engine Room Skylights	/	Copper, or Y.M. (State if on Felt.)	/
ng of Decks	"	Ceiling		Coal Bunkers, Openings, Covers, &c.		When fitted, Month ... Year	
gs	"	Cement or Asphalt	/	Oil Bunkers	/		
& Fastenings	/	Rudder	Good	Scuppers		Boats	Good
Plating	Good	Steering gear and its connections	"	Cargo Hatchways	Good	Masts, Yards, &c.	"
" in way of sidelights	/	Windlass	"	Hatches	"	Condition, how ascertained (State if wedges removed)	From dk
s		Have pumps been examined and found efficient?	/	Planking	/	Equipment letter	/
Frames	/	Have Sluice Valves been examined and found efficient?	/	Caulking		Anchors, No. of	/
udinals	/	Have Watertight Doors been examined and found efficient?	/	Treenails	/	Cables (State if now ranged)	/
erses	/	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length (on board) / mean diamr.	/
s		Air and Sounding Pipes	/	Transoms, Pointers & Crutches	/	" Rule length ... size	
ers	/	Doubling Plates under Sounding Pipes		Timbers of Frame at openings		Chain Locker	/
Bottom Plating	/			" " at other places	/	Hawsers & Warps	Good
the Tanks been examined internally?	/			Stringers, Clamps & Shelves	/	Standing and Running Rigging	"
Have the Tanks been tested?	/			Salting (State if examined.)	/	Sails	/

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."

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.

Is Certificate required? If so, to be sent to

Survey Fee (per Section 29) £ ¥ 115:00

Special Damage or Repair Fee (if any) (per Sec. 29) £ 100:00

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, 23. 6. 1941 Received by me, 19

T. Kumishiro

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 SEP 1941

Character Assigned 100A1. Spl. Cond. Awn. Dk. with freeb. 6.41 Subject

10m.11.39.—Transfer Ink. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minutes.

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008863-008870-0043

S.S. "GLASGOW MARU"

Repairs due to wear & tear (SKL):-

Shell plates on port side aft.

No.4 plate in 3rd strake below sheerstrake- now part doubled.

No.3 plate in 4th strake below sheerstrake- now renewed.

On completion of repairs, repairs hose tested and found tight.

Repairs due to wear & tear:-

Nos.10 & 11 plates (from aft) in 3rd strake and No.9 plate (from aft) in 4th strake below upper deck sheerstrake on port side- part doubled.

No.2 plate (from forward) in D strake on starboard side- renewed.

3- 2nd deck plates in starboard side bunker- part renewed.

On completion of repairs, repairs hose tested as necessary and found tight.

Other repairs of minor nature effected.

T.K.

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.

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. If Patent state name of Patentee.	Makers.	Where and when tested and Superintendent. If Stockless, state Mechanical Tests.
		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.			
Iron Stream Chain or Steel Wire....											

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