

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1-10 1928 When handed in at Local Office 2-10 1928 Port of YOKOHAMA

No. in Reg. Book Survey held at YOKOHAMA Date, First Survey 25 8-28 Last Survey 20-9 1928

A 64742 on the Wood, Iron or Steel TWIN S.S. ZUIYO MARU EX 'AETHETARY' EX 'INDIA' EX 'BOY LEAF'

TONNAGE: - Built at GLASGOW By whom BARCLAY CURLE & CO. L<sup>td</sup> When 1917 2  
GROSS 7435 Owners NIPPON TANKER CO Owners' Address TOKYO  
UNDER DK. 6872 Managers \_\_\_\_\_ Port belonging to TOKYO  
NET 4407

Surveyed Afloat or in Dry Dock? BOTH Name of Dock YOKOHAMA Destined Voyage \_\_\_\_\_

WB=CellDBorDBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ 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. 17445 Port Rot.

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

CHARACTER. As for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>SS LIV. N<sup>o</sup> 2-25</u>		<u>8.5. 7-27</u>
<u>+100 A.I. 4-28</u>		<u>+L.M.C. 4-28</u>
		<u>C.L.</u>
<u>CARRYING PETROLEUM</u>		<u>P. 4-28</u>
<u>IN BULK. FITTED</u>		<u>S. 10-26</u>
<u>FOR OIL FUEL 5-20</u>		
<u>F.P. ABOVE 150°F.</u>		

Society's Freeboard (if assigned) as \_\_\_\_\_ ft. \_\_\_\_\_ ins.  
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 OF SALE DAMAGE, SS N<sup>o</sup> 3 + ALTERATIONS

Vessel examined in dry dock, under water parts of vessel found in good condition, fair wear + tear excepted.  
DAMAGE (Cause unknown) Now done. Bulb plate of bilge keel port and starboard sides throughout removed, faired & repitted, shell connections faired in places.  
SS N<sup>o</sup> 3 Now done. Vessel placed in dry dock, hull bottom, rudder, stern frame and stem, cleaned, examined, now placed in good condition, and recoated. All oil tanks and expansion trunks, copperdams, deep tanks, and fore and after peak tanks examined internally.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Removed and Faired or Repaired ... ..								<u>BULB PLATE OF BILGE KEEL.</u>
Faired or Repaired in place ... ..								<u>SHELL COIN. OF BILGE KEEL</u>

PRESENT CONDITION OF THE		Copper or Y.M. of Wood Vessels.	
Decks <u>GOOD</u>	State if Tanks have been examined inside <u>YES</u>	Dblng. Plates under Sounding Pipes <u>GOOD</u>	(State if on Vessel) _____
Caulking of Decks <u>"</u>	State if Tanks now tested <u>YES</u>	Engine Room Skylights <u>"</u>	When put on, Month _____ Year _____
Coamings <u>"</u>	Bulkheads <u>GOOD</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Boats <u>GOOD</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Cement or Asphalt. <u>PT. CEM.</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>FROM ALOFT</u>
Breasthooks <u>"</u>	(State which.) <u>GOOD</u>	Hatches <u>"</u>	(State if wedges removed) <u>YES.</u>
Transoms <u>"</u>	Rudder <u>"</u>	Blanking of Wood Vessels <u>"</u>	Sails <u>GOOD</u>
Frames <u>"</u>	Steering gear and its connections <u>"</u>	Caulking ditto <u>"</u>	Equipment letter <u>C+</u>
Reverse Frames <u>"</u>	Windlass <u>"</u>	Treenails ditto <u>"</u>	Anchors, No. of <u>3 B. 15. 1K.</u>
Longitudinals <u>"</u>	Have Pumps now been examined and found efficient? <u>YES</u>	Breasthooks & Stemson ditto <u>"</u>	Cables (State if now ranged) <u>YES</u>
Transverses <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>YES</u>	Transoms, Pointers & Crutches ditto <u>"</u>	" length <u>300 FMS</u> size <u>2 3/8 INCH</u>
Floors <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>YES</u>	Timbers of Frame at openings ditto <u>"</u>	" Rule length <u>0'</u> size <u>2 7/16</u>
Keelsons <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Ditto ditto at other places ditto <u>"</u>	Hawser & Warps <u>GOOD</u>
Stringers <u>"</u>		Stringers, Clamps & Shelves ditto <u>"</u>	Standing and Running Rigging <u>GOOD</u>
Inner Bottom Plating <u>"</u>		Salting ditto <u>"</u>	

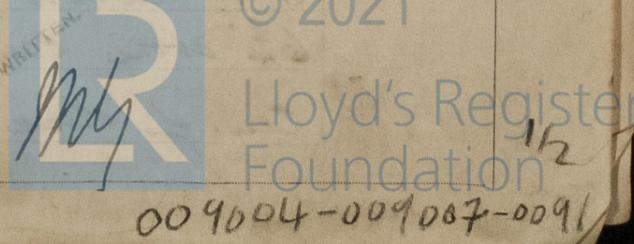
General Observations, Opinion as to Class, Recommendation, &c.:

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 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 is in good condition and eligible in my opinion to be continued as classed sig + 100 A.I. with fresh record of survey 9-28 and to have notation of S.S. YKA. N<sup>o</sup> 3. 9-28.

Survey Fee (per Section 20) <u>ALTERATIONS</u> <u>YEN 670</u> <u>28-8-28</u>	Fees applied for, _____
Special Damage or Repair Fee (if any) (per Sec. 20) _____	<u>CONDITION OF SALE</u> <u>YEN 100</u> <u>20-9 1928</u>
Travelling Expenses (if chargeable) _____	<u>YEN 20</u> <u>27-9 1928</u>
Second Surveyor's Fee (if any) _____	

Committee's Minute FRI. 9 NOV 1928  
Character Assigned 100A Carri. Pet. in bulk  
sq. 38 Fitted for oil fuel  
Waka S.S. No 3-9-28  
Waka + Lmb. 9-28



If so, is the Report sent home, or when will it be sent?

Is Certificate required? If so, to be sent to \_\_\_\_\_

CIRCULAR  
NEW OWNERS

009004-009087-0091

of

TWIL S.S. ZUIYO MARU EX "ATHELTARN"

The whole of the Rules Requirements for S.S. No. 3 have now been complied with.

ALTERATIONS TO CONSTRUCTION. Structural alterations were carried out as per enclosed approved plans.

REPAIRS & A number of studs of chain cable renewed. Wood dhs. renewed (partly) throughout, caulked & payed with marine glue. About 1500 rivets in shell plating renewed. Bridge front doors overhauled and made watertight. A number of minor repairs effected.

now placed in good condition, tested by a head of water as required by the rules and found tight. All double bottom tanks examined internally, now placed in good condition, and tested by a head of water as required by the rules and found tight. Pump room, fore and after peak spaces, chain locker, cargo spaces, spaces in poop bridge and fore-castle, engine and boiler room spaces and coal bunkers, closed for survey, all steelwork examined, now placed in good condition and recrated.

Fining on ships side removed in way of sidelights and plating in way of same examined & found in good condition.

Decks, Casings, hatchways, hatches, web plates, tarpaulins, cleats and fastenings, vents with coamings & covers, cargo battens, air & sounding pipes, plates under sounding pipes, windlers, steering engine, rods, chains, sheaves & land gear, pumps, w.t. doors, scuppers, skylights, boats, masts, (wedges removed) spars, rigging (from aloft) anchors, chain cables, (cables ranged) hawsers and sweeps, and general equipment examined.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

and now placed in good condition. New peepboards have been arranged by the Teikoku Kaiji Kyokai and have now been verified and found to be properly cut in as follows: Statutory dl. line in line with upper edge of upper dl. stringer plate at side 1/2" cen. of disc 8-1" below top of statutory dl. line from water 3/4" above cen. of disc. Indian Summer 6 3/4" above cen. of disc. Winter 6 3/4" below cen. of disc.

Handwritten notes: noted W.W. 5.11.28

