

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11/11/1926 When handed in at Local Office 1926 Port of Kobe.
No. in Survey held at Innoshima. Date, First Survey 29/10/26 Last Survey 5/11/1926
Reg. Book. (No. of Visits Four.)

85134. on the ~~Wood, Iron or Steel~~ SINGLE SCREEN STEAMER "TOKU MARU"

TONNAGE:- Built at Sunderland. By whom Sunderland S.B.Co.Ld. When 1902 MONTH. 9
GROSS 4933 Owners Takai Kisen Kab. Kaisha. Owners' Address
UNDER DK. 4558 Managers Nisshin Kaiun Shokai. (if not already recorded in Appendix to Register Book)
NET 3121 Port belonging to Dairen.

Surveyed Afloat or in Dry Dock? Both Name of Dock O.I.W. Innoshima (Habu) Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 5148 Port Kobe

(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

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 PART SPECIAL SURVEY 2nd No.3 & SRL

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame, and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after peak stores and chain locker, spaces under bridge,

engine and boiler space and coal bunkers, cleared for survey, ceiling lifted, all fore and aft.

All steel work throughout all parts of the vessel examined generally and found in good condition, but the plating and framing in holds and bunkers require to be SCALED and RE-EXAMINED.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Ash shoots, and plating under same examined and found in good condition.

Double bottom tanks, examined internally, found or now placed in good condition, P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...
Removed and Faired or Repaired ...
Faired or Repaired in place ...

Shell Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:-

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Feet.)	
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Boats	Good
Outside Plating	"	Cement or Asphalt	Cement - 4	Cargo Hatchways	"	Masts, Yards, &c.	"
Breasthooks	"	(State which.)		Hatches	"	Condition, how ascertained	from aloft
Transoms	"	Rudder	Good	Planking of Wood Vessels	-	(State if wedges removed)	Yes
Frames	"	Steering gear and its connections	"	Caulking	ditto	Sails	-
Reverse Frames	"	Windlass	"	Treerails	ditto	Equipment letter	Z
Longitudinals	-	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Anchors, No. of	3B. 1S. 1K.
Transverses	-	Have Sluice Valves now been examined and found efficient?	-	Transoms, Pointers, & Crutches ditto	-	Cables (State if now ranged)	Yes
Floors	Good	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" length	270 fms. size 1 3/4"
Keelsons	"			Ditto ditto at other places ditto	-	" (on board)	2 3/4"
Stringers	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Stringers, Clamps & Shells	ditto	" Rule length	270 fms. size 2 1/2"
Inner Bottom Plating	"			Salting	ditto	Hawser & Warps	Good

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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptnd 24, &c."

This vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 11,26 and to have the notation S.S.2nd No.2-with date when the survey is completed, and subject to 45 fathoms of chain cable being renewed at first convenient opportunity.

Survey Fee (per Section 20) Yen 300:00
Special Damage or Repair Fee (if any) (per Sec. 20) £ - - -
Travelling Expenses (if chargeable) Yen 95:00
(Including Machinery)
Second Surveyor's Fee (if any) £ - - -

Fees applied for, 10/11/1926

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 21 DEC 1926

Character Assigned

note

100% Subject
Shan Deck
+ Lmb. 11.26

TUES. 17 MAY 1927
TUES. 27 MAR 1928

Lloyd's Register
Foundation

009030-009039-0307 1/2

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.

afterwards recoated and tested with a head of water as required by the rules and found tight.

Decks, casings, hatchways, hatches, fore and afters and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, control gear, rods, chains, sheaves and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (Wedges removed), rigging (from aloft), anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

The following requires to be done to complete SS. 2nd No.3:-viz.

- (1) Shell plating and framing throughout the holds and bunkers to be scaled, examined and recoated.
- (2) Shell plating to be drilled and thicknesses gauged.
- (3) Spar deck plating to be drilled and thicknesses gauged.
- (4) Under Donkey Boiler, centre girder and floors to be placed in good condition.
- (5) Under forward end of Condenser, 3 floors-upper half to be doubled or part renewed.
- (6) Under Thrust recess on port side 2 side girder intercostals--upper half to be renewed.
- (7) 45 fathoms of chain cables to be renewed at first convenient opportunity.

S.R.L.:- In regard to the Chain Cables for this vessel. The Owners state that 3 new lengths were ordered from England some time ago and are now on their way to Japan.

The present Survey was some-what anticipated and as the vessel must now leave the Owners are unable to say just when it will be practicable to place the new chain on board.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

The present cables have been ranged at this time and carefully gauged: the three lengths which are just $1/32$ " under the rule minimum have been placed at the chain locker end, and in my opinion the equipment may be accepted as safe until it is convenient for the owners to place the new lengths on board.

REPAIRS DUE TO WEAR AND TEAR:-

On Tank top in crossbunkers small doubling plates 1 Port and 1 Starboard--riveted over thin parts.

On Tank top under Boiler--Starboard side--small doubling plate fitted.

P.T.O.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9a.

Port of Kobe.

Continuation of Report No.

dated 11/11/26

on the "TOKU MARU"

At aft end of Boiler Port and Starboard --small patches fitted on margin kneeckle.
On tank top in Aft hold:

On Starboard side at aft end - margin plate fitted with doubling plate about 2'-0" square in way of one tank side bracket and vert. angle to same renewed.

On Port side forward--doubling plate 2'-0" square fitted.

No.3 tank (under main Boilers/and Engines):-

Starboard side forward and aft W.T. floors-(wasted under toe of reversed frame)
--fitted with doublings 12" deep x 6'-0" and 4'-0" long respectively.

No.5 tank:

3 vert. margin angles to floors (fractured)-now renewed.

Aft Peak Tank:-

Forward frame Port and Starboard in way of stern tube fitted with reversed frame about 8'-0" long.

2 forward deep floors above stern tube --cropped and angle fitted at lower edge instead of flanging.

2 chain pipes --renewed.

Fore and main mast shrouds renewed.

Main mast fore stay renewed.

Rudder gudgeon bushes re-lined with white metal.

Wood sheathing of bridge deck--re-payed and caulked.

and