

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 Reg. Book 85134. Survey held at Innoshima. Date, First Survey 29/10/26 Last Survey 5/11/1926
 (No. of Visits Four.)

85134. on the ~~Wood, Iron or Steel~~ STEEL SCREEN SUBMER "TOKU MARU"
 TONNAGE:- Built at Sunderland. By whom Sunderland S.B.Co.Ld. When 1902 YEAR. MONTH. 9
 GROSS 4933 Owners Tekai Kisen Kab. Kaisha. Owners' Address _____
 UNDER DK. 4558 Managers Nisshin Kaiun Shokai. Port belonging to Dairen.
 NET 3121

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 precisely as in Register Book & Supplements).
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ 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. 5148 Port Kobe

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years and Months expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	2, 26	*IMC 2, 26
Spar dk		TS(CI) 2, 26
ss Shl. No. 3-2, 15.		
ss Kob. No. 2-23.		

(Periodical Surveys, when held, must be reported in detail and seriatim 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 _____
 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 peaks 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 :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>Yes</u>	<u>Good</u>	(State if on Feet.)
Caulking of Decks <u>"</u>	<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>Cement - 4</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>from aloft</u>
Breasthooks <u>"</u>	(State which.)	Hatches <u>"</u>	(State if wedges removed) <u>Yes</u>
Transoms <u>"</u>	Rudder <u>Good</u>	Planking of Wood Vessels <u>-</u>	Sails <u>--</u>
Frames <u>"</u>	Steering gear and its connections <u>"</u>	Windlass ditto <u>-</u>	Equipment letter <u>Z</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Caulking ditto <u>-</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Longitudinals <u>--</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	Treerails ditto <u>-</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>--</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>-</u>	" length <u>270 fms.</u> size <u>1 3/4"</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>-</u>	" Rule length <u>270 fms.</u> size <u>2 1/2"</u>
Keelsons <u>"</u>		Timbers of Frame at openings ditto <u>-</u>	Hawser & Warps <u>Good</u>
Stringers <u>"</u>		Ditto ditto at other places ditto <u>-</u>	Standing & Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves ditto <u>-</u>	
		Salting ditto <u>-</u>	
		(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 and ptnd24, &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 Fees applied for, 10/11/26
 Special Damage or Repair Fee (if any) £ -- --
 Travelling Expenses (if chargeable) Yen 95:00 Received by me, A Watt
 (Including Machinery)
 Second Surveyor's Fee (if any) £ -- -- Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 21 DEC 1926
 Character Assigned note
100A1 Subject
Spar Decks
+ dmb. 11.26
 TUES. 17 MAY 1927
 TUES. 27 MAR 1928
 Lloyd's Register Foundation
 009030-009039-0307 1/2

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 33. 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 girders 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.

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.

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.

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.

Handwritten signature/initials.

P.E.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to show through to the other side.