

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th July 1940. when handed in at Local Office 8th July 1940. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 8th June, Last Survey 8th July, 1940. (No. of Visits Seven)

30709 on the Wood, Iron or Steel S.S. "NORWAY MARU"

TONNAGE:-
 GROSS 5832
 UNDER DECK 5552
 NET 4280

Built at Kobe By whom Kawasaki Dkyo Co, Id. When 1920 - 4

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

Managers X Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both Name of Dock Asano Dock. Destined Voyage X

Cell/D/Bor/D/BA X feet; u/E&B X feet; f X feet }
 total capacity X tons. FPT X tons; APT X tons; MT X feet X tons.

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of S.B., in any).
*100A Awng dk with freeboard 1-39 ssKob.No.3-8,31 ssKob.No.1-36	*JMC 1-39 TS.(OG)N1-39
Fitted for oil fuel 1,23 F.P. above 150 F.	
Special Freeboard (if assigned) as painted on Ship and now verified	0 ft. 12 ins.

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

Last Report, No. 10948 Port Kobe

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 2ND NO.2 (COMMENCED) AND S.R. LIST.
SPECIAL SURVEY 2ND NO.2 (COMMENCED).

Now done:- bottom and rudder cleaned, examined and coated. Rudder lifted and replaced.

Examined: Nos.1, 2, 3, (i.e. reserve, cross bunker) 4 and 5 holds, decks, and tween decks, - except No.5 Hold under ceiling and limber boards, engine and boiler spaces, under engines and boilers, bunkers, chain locker, anchors and cables, fore peak and after peak spaces, plating under sidelights, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts, riggings, windlass, steering gear, ventilators, pumps, W.T. doors, equipment, freeboard and boats. Ceiling removed as required.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed				<input checked="" type="checkbox"/>				
Removed and Faired or Repaired				<input checked="" type="checkbox"/>				
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Plating, or P.M. (State if on Felt.)	
Decks <u>Good</u>		<u>Good</u>		<u>Good</u>		When fitted, Month <u>Year</u>	
Caulking of Decks <u>"</u>		<u>"</u>		<u>"</u>			
Coamings <u>"</u>		<u>Cement No.1 only</u>		<u>X</u>			
Beams & Fastenings <u>"</u>		<u>Good</u>		<u>Good</u>			Boats <u>Good</u>
Outside Plating <u>"</u>		<u>"</u>		<u>"</u>			Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>		<u>"</u>		<u>"</u>			Condition, how ascertained <u>Examination</u> (State if wedges removed) <u>None</u>
Frames <u>Efficient See rpt.</u>		<u>Have pumps been examined and found efficient? Yes</u>		<u>Planking</u>			Equipment letter <u>y</u>
Reverse Frames <u>Part exd. Good</u>		<u>Have Sluice Valves been examined and found efficient? X</u>		<u>Caulking</u>			Anchors, No. of <u>33 1S</u>
Longitudinals <u>X</u>		<u>Have Watertight Doors been examined and found efficient? Yes</u>		<u>Treenails</u>			Cables (State if now ranged) <u>Yes</u>
Transverses <u>X</u>		<u>Have Ventilators and their Coamings been examined and found efficient? Yes</u>		<u>Breasthooks & Stems</u>			" length <u>270 fms</u> mean diam. <u>2 1/2-1 3/4</u> (on board)
Floors <u>Part exd. - Good</u>		<u>Air and Sounding Pipes</u> <u>Efficient - See rpt</u>		<u>Transoms, Pointers & Crutches</u>			" Rule length <u>270 fms.</u> size <u>2 5/16</u>
Keelsons <u>"</u>		<u>Doubling Plates under Sounding Pipes</u> <u>Good</u>		<u>Timbers of Frame at openings</u>			Chain Locker <u>Good</u>
Stringers <u>Good</u>				<u>" " at other places</u>			Hawsers & Warps <u>Sufficient</u>
Inner Bottom Plating <u>Part exd. Good</u>				<u>Stringers, Clamps & Shelves</u>			Standing and Running Rigging <u>Efficient</u>
Have the Tanks been examined internally? <u>See Rpt.</u>				<u>Painting</u> (State if examined.)			Sails <u>X</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."

This ship, so far as now seen, is in an efficient condition and eligible in my opinion to remain as classed with fresh record of survey 7,40 and the notations of S.S.Yka. No.2-40, on completion of Special Survey.

Survey Fee (per Section 20) <u>S.S. 2nd No. 2</u>	<u>310.00</u>	Fees applied for, <u>9-7-1940</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	<u>X</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	<u>12.50</u>	
Second Surveyor's Fee (if any)	<u>X</u>	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute noted

Character Assigned 6.40

TUE. 10 SEP 1940

TUE. 11 MAR 1941

WED. 27 MAY 1942

Lloyd's Register Foundation

Defered for Equipmt No. 2

Write Yka spe

7.40

If so, to be sent to

009256-009266-0023 1/2

S.S. "NORWAY MARU"

Special Survey 2nd No.2 (commenced) (continued).

Internally examined: Nos.1, 2, 3 (under engines and boilers) and 4 double bottom tanks and fore and after peak tanks.

Pressure tested: Nos.1, 2, 3 and 4 double bottom tanks and fore and after peak tanks.

Repairs, wear and tear, Now done:

Shell plating: Shell plate No.3 from bow, starboard side, on 6th strake below sheer strake at forward end of No.1 hold, part renewed.

A few odd shell rivets in bottom forward overhauled.

Fore peak tank, 4 angles connecting horizontal girder plate to fore peak bulkhead, rivetted on girder flange.

After peak tank, inside: 4 frame bracket connections to recess top renewed, port side.

Awing Deck. 4 stringer plates (2 port and 2 starboard) doubled abreast No.3 hatchways and fiddle casing .

Deck plates under windlass doubled. Windlass removed for access and replaced.

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 SPOCK, 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.

No.1 Hold: Margin frame brackets 5 port & 5 starboard renewed.

Margin gusset angles 4 port & 4 starboard renewed.

Intermediate side frames where passing through 2nd deck, 17 port and 15 starboard reinforced on standing flange; cement chocks in way renewed.

No.2 Hold: Margin frame brackets, 3 port & 2 starboard renewed.

Margin gusset angles, 2 port & 3 starboard renewed.

Intermediate frames where passing through 2nd deck, 11 port and 11 starboard reinforced on standing flange: cement chocks in way renewed.

Continued page 3.

Port of YOKOHAMA

Continuation of Report No. 6942 dated 8th July, 1940, on the

S.S. "NORWAY MARU".

Repairs, wear and tear, Now done (continued)

No.3 Lower tween decks. After W.T. bulkhead, port side, wing plate part renewed.

Side Bunkers: Upper tween decks, 4 deck plates port and 1 starboard part renewed; 2 boiler casing plates, starboard side part renewed and 4 coal shoot transverse casing plates and 7 stiffeners in way renewed.

No.4 Hold. Margin frame brackets 6 port and 4 starboard renewed.

To complete this Special Survey.

To be examined: Tween deck bunkers and steel work under ceiling and limbers in No.5 Hold.

To be Internally examined: No.5 double bottom tank.

To be tested: No.5 double bottom tank

Repairs to be carried out:

Anchor cables: 5 lengths port and 5 lengths starboard to be renewed.

No.1 Hold: Margin frame brackets, 6 port and 4 starboard to be renewed.

No.2 Hold: Margin frame brackets, 10 port and 10 starboard to be renewed.

Nos.4 and 5 Holds: Intermediate frames where passing through deck over to be reinforced on standing flanges.

No.5-Hold: 3 air pipes on port side to be renewed.

Upper tween deck side bunkers: starboard side; 2 intermediate frames and 2 deck plates to be renewed.

Lower tween deck side bunkers: engine casings, 3 vertical stiffeners port side and 1 starboard to be renewed; boiler casings, 2 stiffeners and 3 strut brackets port side and 2 struts starboard side to be renewed; 2 intermediate frames and 2 deck plates starboard side to be renewed.

Owners' representative stated that the foregoing items to complete this Special Survey will be carried out on or before next Annual Survey which in my opinion merits the favourable consideration of the Committee.

S.R.List: The electric weld on the port side of the sole piece was specially examined at this time and found efficient. In view of the condition of the weld as now seen it is recommended that this item be now removed from the S.R. List.

Interim Certificate issued - copy attached.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much lamped 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.

1.c.d

