

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th June 41

When handed in at Local Office 25th June 41

Port of YOKOHAMA

No. in Reg. Book. Survey held at YOKOHAMA

Date, First Survey 3rd June, Last Survey 12th June, 19 41.

(No. of Visits Four)

77197 on the Wood, Iron or Steel T. Sc. S. "KASIMA MARU"

TONNAGE:-

GROSS 9908

UNDER DK 8110

NET 6148

Built at Kobe

By whom Kawasaki Dkyd Co. Ltd.

When 1913 - 10

Owners Nippon Yusen K.K.

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

Managers X

Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Both Name of Dock M.J.K. Yokohama Dock Destined Voyage X

Cell D Bor DBa X feet; uE&B X feet; f X feet
total capacity X tons. FPT X tons; APT X tons; MT X feet X tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 115-97 - 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 Commencement of S.S. No. 1 and Condition Survey.

Now done:- As part of Special Survey No. 1.

Internally examined:- Fore peak tank, Nos. 2, 3, 5, 6 & 8 double bottom tanks, Midship F.W. tank.

Pressure tested:- Nos. 1, 4 & 7 double bottom tanks, After peak tank.

Note:- After peak tank top to be repaired and retested.

Cleaned and examined:- After peak top space, Nos. 1 & 5 holds and tween deck spaces, boiler room space. Port and starboard side bunkers and tween deck spaces. Bottom and rudder, Masts & riggings, Freeboard marks verified. W.T. doors tried. Steering engine and Windlass. P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faird or Repaired				X				
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or T.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asph.M.C.	"	Oil Bunkers	X	Boats	Good
Beams & Fastenings	"	Rudder	"	Scuppers	X	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	Good	Condition, how ascertained by examination (State if wedges removed)	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Equipment letter	"
Frames	"	Have pumps been examined and found efficient?	X	Planing		Anchors, No. of	3B 1S
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	X	Caulking		Cables (State if now ranged) Yes	7
Longitudinals	X	Have Watertight Doors been examined and found efficient?	Yes	Treenails		" length 300 mean diamr. 2 1/16"	
Transverses	X	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems		" Rule length 300 size 2 1/16"	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		Chain Locker	X
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Hawsers & Warps	Sufficient
Stringers	"			" " at other places		Standing and Running Rigging	efficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Sails	X
Have the Tanks been examined internally?	Yes			Salting (State if examined.)			
Have the Tanks been tested?	Yes						

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, and the notation of S.S. No. 1 with place and date when the survey has been completed.

Survey Fee (per Section 29) S.S. No. 1 £ 190.00
Annual £ 115.00
Special Damage or Repair Fee (if any) X
Travelling Expenses (if chargeable) £ 6.00
Second Surveyor's Fee (if any) Rigging £ 15.00

Fees applied for, 13-6-1941

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

T. Sc. S. "KASIMA MARU".

The whole of the rules requirements for S.S. No.1 except the parts mentioned above to be complied with.

Annual Survey.

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

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

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

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

Anchors and cables ranged and Freeboard verified.

Repairs due to wear & tear:-

Port side bow plating in way of Forecastle side lights partly renewed as follows:-

One plate in 1st below upper deck sheer strake between frame Nos.185 to

Two plates in 2nd deck sheer strake between frame Nos.181 to 196.

5 main frames 10" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " CH. in way renewed, together with 2 beam knees and butt straps.

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.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	2nd „															
	3rd „															
	Collective Weight. „															
	Stream															
	Kedge.....															

Stockless state Mechanical Tests

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

CHAIN CABLES.

[illegible]

Three main frames in engine room forward on starboard side renewed together with their beam knees to upper deck and 2nd decks.

Interim Certificate issued - copy attached.