

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2/5/40 when handed in at Local Office 2<sup>nd</sup> May 40 Port of Kobe.

No. in Reg. Book 501 Survey held at Osaka. Date, First Survey 16/4/40 Last Survey 27/4/19 40. (No. of Visits Four)

on the ~~Wood, Iron or Steel~~ s/s "NISIYAMA MARU" YEAR 1921 MONTH 2

TONNAGE:- Built at Nagasaki. By whom Matsuo Iron Wks & Dkyd. When 1921 2

GROSS 3017 Owners Itaya Syosen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DEK. 2603 Managers Port belonging to Tokyo.

NET 1824 Managers

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

WB=CeUDBorDBa 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. 11060 Port Kobe.

(Periodical Surveys, when held, must be reported in detail and *in*riatim 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 CONDITION SURVEY & DAMAGE stated to have been caused by the vessel touching ground on the 25th February 1940. For further particulars see Kobe Damage Report dated 30th April 1940 attached herewith.

**NOW DONE:-** Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated. Decks, hatchways, hatches and supports, vents and coamings, windlass and steering engine and general equipment examined and found or now placed in good condition. Plating in way of ash shoots examined and found in good condition.

**DAMAGE FOUND RECOMMENDED**  
Keel Plates:- (Plates numbered from Aft.)  
No. 2 plate, slightly indented. To be part released, faired in place & re-riveted. (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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels (State if on Felt)	
Deck Good	State if Tanks have been examined inside	Air and Sounding Pipes	When put on, Month
Caulking of Decks "	State if Tanks now tested	Dbng. Plates under Sounding Pipes Good	Year
Coamings "	Bulkheads	Engine Room Skylights	Boats Good
Beams & Fastenings Good	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c. "
Outside Plating	Cement or Asphalt (State which.) Good	Oil Bunkers	Condition, how ascertained From deck.
" " in way of sidelights	Rudder	Scuppers	(State if wedges removed)
Breasthooks	Steering gear and its connections	Cargo Hatchways Good	Sails
Transoms	Windlass	Hatches	Equipment letter
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	anchors, No. of 3B. 1S. 1K.
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged) No
Transverses	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson ditto	" length, stated complete.
Floors		Transoms Pointers, & Crutches ditto	" (on board) 270 fms. 1-15/16"
Keelsons		Timbers of Frames at openings ditto	" Rule length
Stringers		Ditto Ditto at other places ditto	Hawser & Warps
Inner Bottom Plating		Stringers, Clamps & Shelves ditto	Standing and Running Rigging
		Salting (State if examined.) ditto	

**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, so far as now seen, is eligible, in my opinion, to be continued as classed with fresh record of survey 4,40 subject to indented bottom plating, aft, being dealt with at the first convenient opportunity.

Survey Fee (per Section 20)	Yen 85:00	Fees applied for, 30/4/40
Special Damage or Repair Fee (if any)	Yen 50:00	Received by me, 19
Special Attendance fee..	Yen 20:00	
Travelling Expenses (if chargeable)	Yen 22:00	
(Including Machinery).		
Second Surveyor's Fee (if any)		

Committee's Minute FRI. 21 JUN 1940  
Character Assigned 1000T  
Date 1. Aug. 40  
Subject + LMC 4 40  
WED. 27 MAY 1940  
OMIT CLASS ON RE-PRINT.  
Surveyor to Lloyd's Register of Shipping. J. A. ...



If so, in the Report sent now, or when will it be sent?

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Handwritten signature/initials

Is Certificate required? If so, to be sent to

