

# REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 17th Feb. 1950 When handed in at Local Office 19 Port of KOBE  
 Survey held at Tamano Japan Date, First Survey 15th Nov. 1949 Last Survey 16th Jan. 1950  
 (No. of Visits 18)

ONNAGE: Built at Tama By whom Mitsui Bussan Kaisha When 1937  
 No. 8696 Owners Mitsui Sempaku K.K. Owners' Address \_\_\_\_\_  
 (If not already recorded in Appendix to Register Book)  
 ER DK. Managers \_\_\_\_\_ Port belonging to Tokyo

Keel Afloat or in Dry Dock? Both Name of Dock Mitsui Dockyard Destined Voyage \_\_\_\_\_  
 Depth or DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
 Capacity \_\_\_\_\_ tons. F.P.T. \_\_\_\_\_ tons; A.P.T. \_\_\_\_\_ tons; M.T. \_\_\_\_\_ tons

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
Disclassified BS* 6.42	

Report, No. \_\_\_\_\_ Port \_\_\_\_\_

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete repairs should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to rust; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the condition of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose and to whom and why they were declined. Yes \_\_\_\_\_  
 Society's Freeboard (if assigned) as painted on Ship and now verified \_\_\_\_\_ ft. \_\_\_\_\_ ins.

Not required \_\_\_\_\_ Was a damage report made by anyone else? if so, by whom? Japanese Government

RECLASSIFICATION SURVEY AND DAMAGE  
 This vessel was built under the survey and classed by the British Corporation.

Done:- Vessel placed in drydock, bottom and rudder, cleaned, examined and recoated.  
 (Rudder lifted) Vessel undocked 12.49

Examined:- All holds, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator, coamings and covers, air and sounding pipes, (striking plates fitted), casings, cargo battens and boats. Freeboard verified. Shell plating drilled.

DESCRIPTION OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Examined or Repaired	21	20		20	5	4	1	SELF REPORT.
Examined and Faired or Repaired	8	7		10	15	2		

CONDITION OF THE		Good		Good		Good		Copper, or Y.M. (State if on Felt.)	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	When fitted, Month	Year
Fastenings	"	Ceiling	"	Oil Bunkers	"	Boats	Good	Masts, Yards, &c.	"
Plating	"	Cement or ASBESTOS	"	Scuppers	"	Condition, how ascertained (State if wedges removed.)	By examination	Equipment letter	-----
Plating in way of sidelights	Good	Rudder	"	Cargo Hatchways	"	Equipment letter	-----	Anchors, No. of	3B 1S
Frames	"	Steering gear and its connections	"	Hatches	"	Equipment letter	-----	Cables (State if now ranged)	Yes
Frames	"	Windlass	"	Planking	-----	Equipment letter	-----	length	550 mean diamr 63.5 m/m
Frames	"	Have pumps been examined and found efficient?	Yes	Caulking	-----	Equipment letter	-----	Rule length	550 mize 66 m/m
Frames	"	Have Strive Valves been examined and found efficient?	Yes	Treenails	-----	Equipment letter	-----	Chain Locker	Good
Frames	"	Have Watertight Doors been examined and found efficient?	Yes	Breasthooks & Stemson	-----	Equipment letter	-----	Hawsers & Warps	Sufficient
Frames	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches	-----	Equipment letter	-----	Standing and Running Rigging	Good
Frames	"	Air and Sounding Pipes	Good	Timbers of Frame at openings	-----	Equipment letter	-----	Stringers, Clamps & Shelves	-----
Frames	"	Doubling Plates under Sounding Pipes	"	" " at other places	-----	Equipment letter	-----	Salting	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 to 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, is in good and efficient condition and is eligible in our opinion to have the classification contemplated 100 A.1 with record S.S. Tamano 1.50 and docking date 12.49

(per Section 29)	£381,040.00	Fees applied for,	19
Age or Repair Fee (if any)	£ 25,075:	Received by me,	19
Expenses (if chargeable)	£ 9,600:		
Late Fee	£ 20,080.		

Surveyor's Fee (if any) \_\_\_\_\_  
 Assigned. See minute on file.



Is Certificate required? If so, to be sent to 009805-009814-0059 1/2

Examined (internally) & Tested:- Fore and after peak tanks, settling tanks, deep tanks, all double bottom tanks and cofferdams.  
All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

Wear & Tear Repairs:- Tween deck. Port passage W/T door renewed.  
Saloon deck gutterway (Port) part doubled  
Bridge deck under sanitary tank part doubled.  
Hatch beams. 13 division plates renewed  
1. Passenger skylight steel coaming renewed  
All tween deck bulkhead tonnage openings plated over  
Tonnage well hatch plated over.  
Poop skylight and glasses renewed.  
Fcle deck rope hatch cover renewed  
All storm valves, side scuttles examined and placed in good and efficient condition.  
130 wood hatch covers renewed  
fcle deck hold vent coaming part doubled  
44 brackets to platform abreast masts renewed  
Anchors and Cables ranged. 4 lengths of cable repaired and tested. The equipment examined and found to be equivalent to the Rule requirements.  
A few minor repairs effected

Damage:- stated to have been caused through typhoon Kitty at Yokohama 31.8.49  
Permanent repairs now effected.  
Port Shell from aft G.4. F.2. A.2. B 12. C 1. Faired in place  
Rudder lifted and found satisfactory  
No.9 D.B. Tank. Watertested and found satisfactory.

Damage:- stated to have been caused through mine explosion during hostilities.  
Permanent repairs now effected. Plates numbered from aft Keel No.2 removed faired and refitted. Keel No.3 renewed, No.4 faired in place.

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	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES. - RETEST.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking	Supplied.	Per Rule.	Length.	Diam.			
106	60	2 1/2	112.5	157.5					5-L.		C.L.M. 28.11.79. A.M.

Port:- A.1. C.D.1.2. D.2.3.4. E.D. 2.3. E.3. renewed  
E.2.4. cropped and part renewed  
C.D.3 faired in place

Starbd:-A.1 C.D. 1.2. D.2.3.4 E.D.2.3. E.3 renewed.  
E.2.4. cropped and part renewed.  
C.D.3 faired in place.

Port Deep Tank:-  
Frames. 10 renewed. 2 faired in place. 4 removed, faired and refitted.  
Floors 10 renewed. 5 faired in place  
Tank Top. 1 stringer plate 1 frame brkt removed, faired and refitted  
Stringer angle cropped, removed and refitted.

Beams. 3 renewed. 13 faired in place  
Beam Knees. 12 renewed. 4 Riveted  
Shaft Tunnel. 3 plates removed, faired and refitted.  
Stiffeners 10 removed, faired and refitted  
4 intercostal plates removed faired and refitted  
Centre Girder. 1 plate removed faired and refitted  
1 plate cropped, removed faired and refitted  
Bottom angles renewed.  
Top angles faired in place.

Starboard Deep Tank:-

Frames 10 renewed 1 removed, faired and refitted. 5 faired in place  
Floors 10 renewed. 5 faired in place.  
1 Deep Tank Top stringer plate removed, faired and refitted.  
2 plates faired in place.

Tank Top Beams. 2 renewed. 2 removed, faired and refitted.  
12 faired in place.

Beam Knees. 12 removed, faired and refitted

Tunnel. 9 stiffeners removed, faired and refitted.

Deep Tank watertested and found satisfactory. Repairs above Tank Top hosed tested.

The scantlings generally have been gauged and found to satisfy this Society's requirements.

The shell and deck drillings are appended.

Shell Drillings

Strake	Amidships		Forward		Aft.	
	Original	Drilling	Original	Drilling	Original	Drilling
ED						
D			.60	.58	.57	.70
E	.72	.68	.68	.50	.49	.56
F	.70	.68	.68	.52	.52	.52
G	.70	.69	.69	.52	.50	.44
H	.70	.68	.64	.48	.48	.52
J	.70	.68	.64	.48	.48	.52
K	.70	.80	.70	.54	.54	.46
L	.84	.84	.54	.52	.46	.52

Deck Drillings

Upper Dk. .49/50(Stard)	120/121(Port)		12nd Deck.120/121		B & S.O.		3rd.Dk.Fr5.6.57 P & S			
	Original	Ship	Original	Ship	Original	SHIP DRILLING	Original	SHIP DRILLING		
A	.42	.38	.42	.34	.36	.32	.28	.36	.34	.34
B	.42	.38	.42	.38	.36	.32	.30	.36	.34	.34
C	.81	.78	.81	.79	.48	.42	.42	.48	.46	.46
D	.81	.78	.81	.76	.48	.44	.44	.48	.46	.46
String.	.81	.80	.81	.76	.48	.44	.42	.48	.46	.46

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



© 2020

Lloyd's Register Foundation