

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 21st Dec. 39 When handed in at Local Office 21st Dec. 39 Port of SHIMONOSEKI.No. in Reg. Book. 80340 Survey held at SHIMONOSEKI. Date, First Survey 24th Nov. Last Survey 15th Dec. 1939.on the Steel Single Screw Steamer "NITIRYU MARU".

TONNAGE:-

Built at TsurumiBy whom Asano S.B.Co.Ld.When 1919

MONTH

GROSS 5447Owners Nissan Kisen K.K.Owners' Address Tokyo.UNDER DECK 4996Managers /Port belonging to Tokyo.NET 3406Surveyed Afloat or in Dry Dock? BothName of Dock MitsubishiDestined Voyage /Cell/Dor/Dba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(including date of N.B., in any).

\*100A1-11.38

\*1MC 11-38

ssKob.No.3-6.32

TS (CL) N7-36

ssKob.No.1-37

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. 10867 Port Kob

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

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey and Repairs:-

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

Decks, hatchways, hatches and supports, ventilators and coamings and general equipment generally examined and found or now placed in good condition.

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

Windlass, steering engine and its connections examined and found in order.

Cables ranged.

Special Reasons List:-

Stern frame specially examined and found in efficient condition.

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 Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>/</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>/</u>
Caulking of Decks <u>"</u>	Ceiling <u>/</u>	Coal Bunkers, Openings, Covers, &c. <u>/</u>	(State if on Felt.) <u>/</u>
Coamings <u>"</u>	Cement or Asphalt <u>/</u>	Oil Bunkers <u>/</u>	When fitted, Month <u>/</u> Year <u>/</u>
Beams & Fastenings <u>/</u>	Rudder <u>Good</u>	Scuppers <u>/</u>	Boats <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>"</u>
" in way of sidelights <u>/</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>From dk</u>
Frames <u>/</u>	Have pumps been examined and found efficient? <u>/</u>	Planking <u>/</u>	(State if wedges removed)
Reverse Frames <u>/</u>	Have Sluice Valves been examined and found efficient? <u>/</u>	Caulking <u>/</u>	Equipment letter <u>2</u>
Longitudinals <u>/</u>	Have Watertight Doors been examined and found efficient? <u>/</u>	Treenails <u>/</u>	Anchors, No. of <u>3B 1S 1K</u>
Transverses <u>/</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stems <u>/</u>	Cables (State if now ranged) <u>Yes</u>
Floors <u>/</u>	Air and Sounding Pipes <u>/</u>	Transoms, Pointers & Crutches <u>/</u>	" length <u>270</u> mean diamr <u>2 1/2</u>
Keelsons <u>/</u>	Doubling Plates under Sounding Pipes <u>/</u>	Timbers of Frame at openings <u>/</u>	(on board)
Stringers <u>/</u>		" at other places <u>/</u>	" Rule length <u>270</u> size <u>2 4/16</u>
Inner Bottom Plating <u>/</u>		Stringers, Clamps & Shelves <u>/</u>	Chain Locker <u>/</u>
Have the Tanks been examined internally? <u>/</u>		Salting <u>/</u>	Hawsers & Warps <u>Good</u>
Have the Tanks been tested? <u>/</u>		(State if examined.)	Standing and Running Rigging <u>"</u>
			Sails <u>/</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 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, 12.-'39, Subject to Stern frame (EW 9-27, OAW 11,28, EW 5,34, 6,35 & 7,36) being specially examined next docking.

Survey Fee (per Section 29)	£ 115:00	Fees applied for,	18.12.39
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 30:00	Received by me,	19
Travelling Expenses (if chargeable)	£ 5:00		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

TUE. 13 FEB 1940

100% Subject  
+ Lmb. 12.39

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

010189-010199-0036



S.S. "NITIRYU MARU"

Repairs due to wear & tear:-

Shell plates, No.3 plate (P.S) in 2nd strake below sheer partly patched.  
No.5 " " " 4th " " " " "

Frames in the bunker (P-5 S-1) part renewed at tween deck liner.

Several wasted bottom rivets electrically welded.

10 feet of bilge keel (S.8) and shell angle faired and reriveted.

One rudder pintle bush renewed.

Upper deck plates:- 2 plates renewed & one plate doubled at No.1 hatch.

One plate renewed under main mast.

2 plates renewed at No.5 hatch.

5 plates renewed and 2 plates part renewed under bridge.

Tween deck plates:- 9 plates renewed in No.1 hold.

6 plates renewed in No.2 hold.

8 plates renewed and 2 plates part renewed in bunker.

7 plates renewed in No.3 hold.

9 plates renewed and 1 plate part renewed in No.4 hold.

One poop deck plate renewed.

Water tight floor, top half doubled between Nos.3 & 4 double bottom tanks.

One fore mast stay renewed.

Fore & back stay and one rigging stay for main mast renewed.

On completion of repairs, repaired deck and shell plating hose tested.

Chain Cable:-

15 fathoms length of chain cable found worn down, and one end link of one length of chain cable found to be cracked; this length taken on shore for repairs and retest and 30 fathoms of new chain cable have been fitted in place the above 2 lengths (30 fathoms) of chain cable.  
For further particulars see table below.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

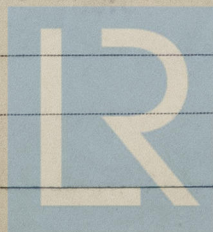
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	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.

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.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
187	15	2 1/2	91.125		41-1-9	-	15	2 1/2	S.L.	Tokyo Seisa	5-5-39 Yka.KK.
188	"	"	"	127.25	41-1-4	-	"	"	"	Tokyo KK.	" " "
Iron Stream Chain or Steel Wire....											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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