

# REPORT OF SURVEY FOR REPAIRS, &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. (No. of Visits 4)

50528 on the ~~Wakayama~~ Steel Single Screw Steamer "NITIRYU MARU".

TONNAGE:— Built at Tsurumi By whom Asano S.B.Co.Ld. When 1919 YEAR. MONTH. 5

GROSS 5447 Owners Nissan Kisen K.K. Owners' Address Tokyo.

UNDER DK 4996 Managers / Port belonging to Tokyo.

NET 3406 Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Hikoshima Dock Destined Voyage /

Cell/Dor/Dba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 10867 Port Kob

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., in any).
<u>*100A1-1138</u>	<u>*1MC 11-38</u>
<u>ssKob.No.3-6,32</u>	<u>TS (CL)N7-36</u>
<u>ssKob.No.1-37</u>	

(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.	E. 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		Copper, or Y.M. (State if on Felt.)	
Decks <u>Good</u>	Bulkheads <u>/</u>	When fitted, Month	Year
Caulking of Decks <u>"</u>	Ceiling <u>/</u>	Boats <u>Good</u>	
Coamings <u>"</u>	Cement or Asphalt <u>/</u>	Masts, Yards, &c. <u>"</u>	
Beams & Fastenings <u>/</u>	Rudder <u>Good</u>	Condition, how ascertained <u>From dk</u>	
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	(State if wedges removed)	
" " in way of sidelights <u>/</u>	Windlass <u>"</u>	Equipment letter <u>Z</u>	
Frames <u>/</u>	Have pumps been examined and found efficient? <u>/</u>	Anchors, No. of <u>3B 1S 1K</u>	
Reverse Frames <u>/</u>	Have Sluice Valves been examined and found efficient? <u>/</u>	Cables (State if now ranged) <u>Yes</u>	
Longitudinals <u>/</u>	Have Watertight Doors been examined and found efficient? <u>/</u>	" length <u>270</u> mean diamr <u>2 1/2</u>	
Transverses <u>/</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	" Rule length <u>270</u> size <u>4/16</u>	
Floors <u>/</u>	Air and Sounding Pipes <u>/</u>	Chain Locker <u>/</u>	
Keelsons <u>/</u>	Doubling Plates under Sounding Pipes <u>/</u>	Hawsers & Warps <u>Good</u>	
Stringers <u>/</u>		Standing and Running Rigging <u>"</u>	
Inner Bottom Plating <u>/</u>		Sails <u>/</u>	
Have the Tanks been examined internally? <u>/</u>			
Have the Tanks been tested? <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)	£		

M. Kawabata  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned 100A1 Subject + Amb. 12.39  
5.11.39



If so, is the Report sent now, or when will it be sent?  
If so, survey also been held on the machinery of the ship

Is Certificate required? If so, to be sent to

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 rivetted.

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.

*mm*

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.			
	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.
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...													

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