

Port of.

Date, First Survey 12th March Last Survey 14th April 19 51  
(No. of Visits 18)

NET \_\_\_\_\_

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Kure Destined Voyage \_\_\_\_\_

Cell DB or DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet

\_\_\_\_\_ tons EPT \_\_\_\_\_ tons APT \_\_\_\_\_ tons MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

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

Last Report, No. 10369 Port / A. Kg

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).
--	--

100A1	LMC 9,47
10,49 12.50	BS 10,49 11.50
Classed 10,47	CL N 11,48
SS Lth. 10,47	

Carrying oil  $70^{\circ}\text{F}$  above  $150^{\circ}\text{F}$  in deep tanks  
total for oil fuel  $70^{\circ}\text{F}$  above  $150^{\circ}\text{F}$ .

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 } 9 ft. 3/4 ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through grounding in the  
land Sea off Kure on the 9th March 1951.

And Special Survey  
and Bottom Shell stiffening

IMAGE:- The bottom shell forward in way of the Fore Peak and No.1 D.B. Tank badly set up and holed.  
Permanent Repairs now effected.

Work Done:- Vessel placed in drydock, bottom and rudder, cleaned examined and recoated.  
Stem casting, removed, faired and refitted.  
Stem clump partly broken off, now completely removed and casting dressed off.

Detail:- No.1 (Rabbit plate) renewed.  
No.2 & 3 Removed faired and refitted. P.T.O.

Summary of Damage Repairs:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
or cropped & part 16		11		10		1		
Renewed ... ..	3	1						
Removed and Faired or Repaired	5	4		6				
Faired or Repaired in place ...								

PRESENT CONDITION OF THE		Good		Good		Good		Copper, or Y.M.	
Condition of Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		(State if on Felt.)	
Plating of Decks	"	Ceiling	"	Oil Bunkers	Good	When fitted, Month		Year	
Coamings	"	Cement or Asphalt	"	Scuppers	"	Boats		Good	
Rivets and Fastenings	"	Rudder	Efficient	Cargo Hatchways	"	Masts, Yards, &c.			
Outside Plating	"	Steering gear and its connections	Good	Hatches	"	Condition, how ascertained	By examination		
" " in way of sidelights	"	Windlass	"	Planking		(State if wedges removed.)			
Frames	"	Have pumps been examined and found efficient?	Good	Caulking		Equipment letter	a		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Good	Treenails		Anchors, No. of	3B 1S		
<del>Outside Plating</del>	<del>"</del>	<del>Have Sluice Valves been examined and found efficient?</del>	<del>"</del>	Breasthooks & Stemson		Cables (State if now ranged)		Yes	
<del>Frames</del>	<del>"</del>	<del>Have Watertight Doors been examined and found efficient?</del>	<del>"</del>	Transoms, Pointers & Crutches		" length	270	mean diam.	2"
<del>Reverse Frames</del>	<del>"</del>	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings		(on board)			
Floors	Good	Air and Sounding Pipes	Good	" " at other places		" Rule length	270	size	2 1/16
Keelsons	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves		Chain Locker		Good	
Stringers	"			Salting		Hawser & Warps		Sufficient	
Inner Bottom Plating	"			State if examined.		Standing and Running Rigging		Good	
Have the Tanks been examined internally?	Yes					<del>Standing and Running Rigging</del>			
Have the Tanks been tested?	Yes					<del>Standing and Running Rigging</del>			

*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, is in good and efficient condition and is eligible in my opinion to remain as now classed and to have fresh record of survey 4.51 and record of drydocking 4.51, subject to the upper rudder stock being renewed on return to the U.K.

Survey Fee (per Section 29)	£ 122 : 0 : 0	<div style="border: 2px solid red; padding: 5px; display: inline-block;"> Fees applied for,  A/c rendered from  London. 19...  Received by me, 19... </div>
	70 : 0 : 0	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 37 : 10 : 0	
Bottom Shell Stiff.		
Travelling expenses (if chargeable)	£ 13 : 0 : 0	
Late Attend Fee	£ 6 : 6 : 0	
Second Surveyor's Fee (if any)	£ : : :	

Surveyor to Lloyd's Register of Shipping

Comm. Minute.

THURS 16 AUG 1951

*Character Assigned*

~~Dec~~ Drug 8604

01047 - 010483 - 0098 1/2



Bottom plating and bottom stiffening in way of Deep Tank now effected.