

Rpt. 8.

(Received at London Office)

No. 506

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

Date of writing Report 6th Nov. 1951

When handed in at Local Office

Port of KOBE

No. in  
Reg. Book.

Survey held at Shimomoseki

Date, First Survey 31st Aug.

Last Survey 19th Sept.

19 51

on the Wood, Iron or Steel

S.S. "LIVERPOOL MARU" (ex "LANDSDOWN")

(No. of Visits 8)

TONNAGE

Built at Wesermunde G.

By whom J.C. Tecklenborg A.G.

When 1922

GROSS

UNDER DK.

NET

Owners The First Shipping Co. Ltd.

Owners' Address 5 Kaigandori Kobe, Japan.

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Both Name of Dock Shimomoseki Shipyard Destined Voyage

Cell D B or D B a feet; u E &amp; B feet; f feet

total capacity tons. FPT tons; APT tons; MT tons

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. 133084 Port

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

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.E., if any).

100A-4,49	1,51	LMC 3,45
ss Krn 2nd		BS 11,48 1,51
No. 3 3,45		CL 12 3,50
ss Kab - 5,50		MS 5,50
Classed 9,46		LP 1,46

SEE SPL. NOTE S.R.I.

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 Docking, Oil fuel conversion and change of Ownership.

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

Decks, hatchways, hatches and supports, ventilators air pipes and coamings, closing appliances, windlass, steering gear and general equipment generally examined and found or now placed in good condition.

Oil fuel conversion:- Nos. 1, 2, 6 & 7 D.B. Tanks cleaned and examined. All tank top, plates, seams closed by a light run of Electric Welding and fitted with ceiling and battens on the inner bottoms, additional air pipes fitted in order to have 1.5 times area of filling pipes, a cofferdam with air and sounding pipes between F.P. and No. 1 D.B. Tanks now constructed. On completion of conversion the above tanks tested and found satisfactory.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ...								

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	--	(State if on Felt.)	
Coamings	"	Cement or Asphalt	Not Exam.	Oil Bunkers	Good	When fitted, Month	Year
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	Not Ex.	Windlass	"	Hatches	"	Condition, how ascertained	From deck
Frames	Not Exam.	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	
Reverse Frames	Not Exam.	Have Shulce Valves been examined and found efficient?	Yes	Caulking		Equipment letter	a
Longitudinals		Have Watertight Doors been examined and found efficient?	Not Exam.	Treenails		Anchors, No. of	3B 1S
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Not for survey
Floors	Not Exam.	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches		" length	Test to S.L.R.
Inner Bottom		Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings		" Rule length	270 size 2 5/16
Plating		Have Ventilators and their Coamings been examined and found efficient?	Yes	" " at other places		Chain Locker	Good
Have the Tanks been examined internally	Yes	Air and Sounding Pipes	Good	Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Have the Tanks been tested?	Yes	Doubling Plates under Sounding Pipes	Good	Salting		Standing and Running Rigging	Efficient
			part exam.				

## General Observations, Opinion as to Class, Recommendation, &amp;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 and efficient condition and is eligible in our opinion to remain as now classed with fresh record of docking 9,51 and notation Fitted for Oil Fuel 9,51 F.P. above 150°F, subject as previously recommended.

Survey Fee (per Section 29) Docking ¥ 15,000-  
Oil fuel conversion ¥ 50,000-  
Special Damage or Repair Fee (if any) (per Sec. 29)  
Sunday Attend. ¥ 5,250-  
Travelling Expenses (if chargeable) ¥ 28,180-

Second Surveyor's Fee (if any)

Committee's Minute

THURS 10 JAN 1952

Character Assigned

9.51 Kob. Subject (m)

Fees applied for,

19

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

Transfer fee. (MADE AND PRINTED IN ENGLAND.)  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to

01062-011070-917



Separate oil fuel settling tanks P & S installed in old bunker spaces and pocket bunker P & S inside plates now cropped and stiffened, and oil fuel pumps installed in there..

Capacity 7

Change of Ownership:- This vessel changed ownership in accordance with the particulars underlined in red above.

Official No.:- 67593 Singal letters:- JCHW

Plans as fitted of Fore Peak, Cofferdam, Echo sounding compartment and pocket bunker opening compensation appended.

Interim Certificate issued, copy attached hereto.

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

## ANCHORS.

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

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

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

## CHAIN CABLES.

[illegible]

B.—If this Report is copied by Copying Press, especial 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.