

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th April 1956 When handed in at Local Office MAY 7 1956 Port of YOKOHAMA
No. in Reg. Book 29722 Survey held at Yokohama Date, First Survey 15th March Last Survey 12th April 1956
(No. of Visits 14)
Built at Port Glasgow By whom Lithgows Ltd. When YEAR 1925 MONTH 5
Owners Hokkaido Gyogyo Kosha K.K. Owners' Address (if not already recorded in Appendix to Register Book)
Managers - Port belonging to Hokkaido
on the Wagon, 17th of Steel "TERUTAMA MARU"

TONNAGE :-
GROSS 5771
D/W 8631
UNDECK 3432
NET
Built at Port Glasgow By whom Lithgows Ltd. When YEAR 1925 MONTH 5
Owners Hokkaido Gyogyo Kosha K.K. Owners' Address (if not already recorded in Appendix to Register Book)
Managers - Port belonging to Hokkaido
on the Wagon, 17th of Steel "TERUTAMA MARU"

Surveyed Afloat or in Dry Dock? Both Name of Dock Yokohama Dock Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet
total capacity tons PPT tons; APT tons; MT feet 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. 11155 Port SNG

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 London Cable 24/3/56

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

Offered & Declined Was a damage report made by anyone else? if so, by whom?
REPAIRS, OR EXAMINATION AS PER RULE FOR General Examination for Postponement of Special Survey, Docking, Damage, Alterations, S.R. List

Now Done for General Examination
Vessel placed in drydock, bottom and side shell plating, keel, rudder and sternframe cleaned, examined, found or now placed in efficient condition and recoated.

Examined all holds and tween deck spaces, engine and boiler room spaces, under boilers, bilges, forecastle, bridge and poop spaces, Chain locker fore and after peak spaces, tunnel, tunnel recess, tunnel well, decks, casings, hatchways, hatches and beams, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes plates under sounding pipes, windlass, main and auxiliary steering gears, hand pumps, W.T. Door, scuppers, skylight, plating under sidescuttles, boats, masts, rigging from aloft, anchors and chain cables, (cables ranged), hawsers and warps and general equipment examined. 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 ...	4	38	-	-	-	-	-	-
Removed and Fair'd or Repaired	7	-	-	-	-	-	-	-
Fair'd or Repaired in place	3	-	-	-	-	-	-	-

PRESENT CONDITION OF THE Parts examined	Efficient	Efficient	Efficient
Decks efficient	Bulkheads efficient	Engine Room Skylights efficient	Copper, or Y.M. (State if on Felt.)
Caulking of Decks efficient	Ceiling efficient	Coal Bunkers, Openings, Covers, &c. efficient	When fitted, Month Year
Coamings efficient	Cement or Asphalt efficient	Oil Bunkers efficient	Boats efficient
Beams & Fastenings efficient	Rudder efficient	Scuppers efficient	Masts, Yards, &c. efficient
Outside Plating efficient	Steering gear and its connections efficient	Cargo Hatchways efficient	Condition, how ascertained From Aloft
" " in way of sidelights efficient	Windlass efficient	Hatches efficient	(State if wedges removed.) Z
Frames efficient	Have pumps been examined and found efficient? Yes	Planking efficient	Equipment letter 33 13
Reverse Frames efficient	Have Sluice Valves been examined and found efficient? Yes	Caulking efficient	Anchors, No. of 33 13
Longitudinals efficient	Have Watertight Doors been examined and found efficient? Yes	Treenails efficient	Cables (State if now ranged) 270 mean diam. 54 m/ms
Transverses efficient	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson efficient	" length (on board) 270 size 57 m/ms
Floors efficient	Air and Sounding Pipes efficient	Transoms, Pointers & Crutches efficient	" Rule length 270 size 57 m/ms
Keelsons efficient	Doubling Plates under Sounding Pipes efficient	Timbers of Frame at openings efficient	Chain Locker efficient
Stringers efficient		" " at other places efficient	Hawsers & Warps efficient
Inner Bottom Plating efficient		Stringers, Clamps & Shelves efficient	Standing and Running Rigging efficient
Have the Tanks been examined internally? See Rpt.		Sanding efficient	Sails None
Have the Tanks been tested? Rpt.		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 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 efficient condition and eligible in my opinion to remain as classed with fresh record of Survey 4/56, subject to the Special Survey being completed by 10/56, subject to 45 fathoms of chain cable being supplied at the first opportunity, to the Aft Deep Tanks not being used for Water Ballast or Fuel Oil until repaired, to shell plate All (SS) being examined and dealt with as found necessary at the Special Survey but without condition regarding the examination of No.2 Hold 2nd Deck plating in way of poop indented shell plating in way of Nos.2,3 & 4 holds (SS) and shell plating (PSf).

Survey Fee (per Section 23)	£ 10,000.-	Fees applied for, MAY 7 1956
Gen. Exam.	£ 52,000.-	Received by me, 19
Special Damage or Repair Fee (if any) (per Section 23)	£ 25,000.-	
Wear & Tear Repairs	£ 60,000.-	
Travelling Expenses (if chargeable)	£ 7,000.-	
Cable charges Yka.	£ 7,272.-	
Second Surveyor's Fee (if any) Lon.	£ 5,656.-	

Committee's Minute THURSDAY 31 MAY 1956

Character Assigned 4.56 Yka subject

S J.56 + LMC 4.56 SPS 4.56 (Postponement SS until 10.56 approved)

Surveyor to Lloyd's Register of Shipping

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Lloyd's Register

Foundation

Is Certificate required? If so, to be sent to

ANCHORS.

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

CHAIN CABLES.

Cont'd Sheet No.2

No.4 Hold

- (1) Shell frames at fr.Nos.33,35,46 & 49 (P) & at fr.Nos.33,36,39 & 40 (S) cut off and renewed for full height.
- (2) Beam knees to 2nd deck beams at fr.Nos.33 & 35 (P) & at fr.Nos.33,35,36,37,39 & 40 (S), cut off and renewed.
- (3) Shell frame margin brackets at fr.Nos.57,61,63 (P) & at fr.Nos.52,55,57 & 60 fitted with welded plate doublers on top part.
- (4) Tunnel side plating (PS) fitted with welded plate doubler.

No.5 Hold

- (1) Shell frames at fr.Nos.16,17,22,26 & 31 (P) & at fr.Nos.17,18,23,28 & 31 (S) cut off and renewed for full height.
- (2) Beam knees to 2nd deck beams at frs.Nos.22,26 & 31 (P) and at fr.Nos.23,28 & 31 (S) cut off and renewed.
- (3) Shell frame margin brackets at fr.Nos.18,24,26,28, & 31 (P) & at fr.Nos.16,18,22,25 & 26 (S) fitted with welded plate doublers on upper part.
- (4) After peak bulkhead plating (SS) fitted with welded plate doubler.

Tween Deck Framing

- (1) Tween deck frames at fr.Nos.90,92,93,94,95,96,97,98,100,104 & 106 (P) & at fr.Nos.14,93,97,99,100,103,104,105 & 106 (S) cropped and part renewed in way of cement chock at tween deck level.
- (2) Poop side framing brackets to upper deck at fr.Nos.8 & 9 (P) & at fr.Nos.8,9,11,13,15 & 17 (S) cut off & renewed.

Shell Plating

- (1) Shell plates G17 (P&S) & H18(S) in way of fore peak cut off and renewed.
- (2) Shell plates J13 & 14 & L12 (P) cut off and renewed.
- (3) Shell plates H7 & J4 & 5 (P) cut off and renewed.
- (4) Shell plates J12 & 13 (S) cut off and renewed.
- (5) Anchors and cables ranged and 3 lengths of chain found undersize and now condemned. It is submitted 3 lengths of chain cable being supplied at the earliest opportunity.
- (6) Port & Starboard Bower Anchor shackles pins renewed.

Alterations:

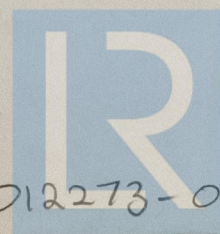
Vessel now converted to a Fish Canning Factory Ship at this time with the following alterations.

- (1) No.1 Tween deck space now converted a salting work space.
 - (2) No.2 Tween deck now fitted out as a frozen fish space with temporary insulation.
 - (3) No.4 Tween deck space now converted to a canning factory.
 - (4) No.5 Tween deck space now converted to a canning factory.
 - (5) Bridge cargo space now converted to worker's accommodation.
 - (6) Companionways fitted at Nos.1,2 & 3 hatchways and provided with hinged steel doors.
 - (7) Arched openings now fitted in tween deck W.T. bulkheads at fr.Nos.32,107 & 137 (P&S) - now closing appliances fitted. It is submitted a notation be made in the Register Book - W.T. Bhds. in Tween Decks omitted.
 - (8) A summer freeboard of 3137 m/ms marked from the top of the steel upper deck has been assigned to the vessel by the Japanese Government whilst she is employed as a Fish Canning Factory Ship. She will be so employed until September 1956 and it is stated by the Owners that she will then return be reconverted for the carriage of dry cargoes as previously.
- This summer freeboard now assigned corresponds to a summer moulded draught which is 85.5 m/ms below the 2nd deck.
- (9) No.6 F.W.T. now converted to F.O.T.
 - (10) Opening cut in Lower Hold W.T. Bhd. No.32 and fitted with sliding W.T. door operable from above the freeboard deck. - This door hoisted at this time and found satisfactory.

S.R. List

- (1) No.2 Hold 2nd Deck plating forward now dealt with - See wear & tear repairs. Item No.1 under - upper deck plating.
- (2) Main Deck plating in way of Poop now dealt with - See Wear & Tear Repairs Item Nos.2&3 under - 2nd Deck plating.
- (3) Indented shell plating in way of Nos.2,3 & 4 Holds - See Damages 1,2 & 3.
- (4) Shell plating Port Side Forward - See Wear & Tear Repairs Item No.1 under - Shell Plating.
- (5) After Deep Tanks (P&S) examined at this time and further part repairs carried out at this time - See Wear & Tear Repairs Items Nos.1 to 5 under - Deep Tanks (Aft)(P&S).

Interim Certificate issued - copy attached



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