

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th May 1955 When handed in at Local Office MAY 13 1955 Port of YOKOHAMA

No. in Reg. Book 80000 Survey held at YOKOHAMA Date, First Survey 19th Feb., Last Survey 13th April 1955 (No. of Visits 14)

on the ~~Wood~~/Steel S.S. "TERUTAMA MARU" Built at Port Glasgow By whom Lithgows Ltd. When YEAR 1925 MONTH 5

TONNAGE: GROSS 5643 Owners Tamai Shosen Kaisha Owners' Address \_\_\_\_\_ (if not already recorded in Appendix to Register Book)

UNDER DK \_\_\_\_\_ Managers \_\_\_\_\_ Port belonging to Kobe

NET 3394 Surveyed Afloat or in Dry Dock? Both Name of Dock Yokohama Dock Destined Voyage \_\_\_\_\_

Cell DBor DBa \_\_\_\_\_ feet: uE&B \_\_\_\_\_ feet: j \_\_\_\_\_ feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 2198 Port KOB

CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).	
✦ 100 AI	✦ LMC	4.52
6.54	BS	6.54
	TS CL	6.54
ss Sasebo 4.52(1A)		
Fitted for oil fuel 4.52 F.P. above 150° F		

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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.

Not required Was a damage report made by anyone else? if so, by whom? \_\_\_\_\_

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking, Alterations & Repairs

Now Done: Vessel placed in dry dock, the bottom and rudder cleaned, examined, placed in good order and afterwards recoated. Vessel undocked 7th April 1955.

Decks, casings, coamings, hatches and hatchways, ventilators, closing appliances, windlass, steering gear and general equipment examined.

Vessel converted at this time to Salmon canning factory ship, the following alterations and modifications now completed in accordance with approved plans and the Rules.

Boat deck extended to Bridge house and No.3 Hatchway installed thereon, deck plating sheathed.

New Deep oil tank installed in No.2 lower hold aft extending from Frame 107 to frame 118 divided by longitudinal bulkhead. Existing transverse bulkhead at frame 107, 90% renewed and

SUMMARY OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:— P.T.O.

Renewed ...	Removed and Fairred or Repaired	Fairred or Repaired in place

PRESENT CONDITION OF THE		Bulkheads see report		Engine Room Skylights Good		Copper, or Y.M. (State if on Fair)	
Decks Good		Ceiling -		Coal Bunkers, Openings, Covers, &c. -		When fitted, Month Year	
Caulking of Decks -do-		Cement or Asphalt -		Oil Bunkers -		Boats Good	
Coamings -do-		Rudder Good		Scuppers see report		Masts, Yards, &c. -do-	
Beams & Fastenings -		Steering gear and its connections -do-		Cargo Hatchways Good		Condition, how ascertained from deck (State if wedges removed) Z	
Outside Plating see report		Windlass -do-		Hatches -do-		Equipment letter	
" " in way of sidelights		Have pumps been examined and found efficient? No		Planking		Anchors, No. of 3B 1S	
Frames see report		Have Sluice Valves been examined and found efficient? No		Caulking		Cables (State if now raised) Yes	
Reverse Frames -do-		Have Watertight Doors been examined and found efficient? No		Treenails		" length 240 fms mean diam. 2 1/16"	
Longitudinals -		Have Ventilators and their Coamings been examined and found efficient? Yes		Breasthooks & Stemson		" Rule length 270 fms size 2 1/4"	
Transverses -		Air and Sounding Pipes Good		Transoms, Pointers & Crutches		Chain Locker	
Floors -		Doubling Plates under Sounding Pipes -		Timbers of Frame at openings		Hawsers & Warps Sufficient	
Keelsons -				" " at other places		Standing and Running Rigging Efficient	
Stringers -				Stringers, Clamps & Shelves		Sails	
Inner Bottom Plating -				Splinting			
Have the Tanks been examined internally? see report							
Have the Tanks been tested? -do-							

### 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 eligible in our opinion to remain as now classed with fresh record of Docking 4.55, subject to No.2 Hold 2nd deck plating forward and main deck plating in way of Poop, being specially examined and repaired as necessary, and to 30 fathoms of cable being supplied at the next dry docking, aft Deep Tanks not to be used for Water Ballast or fuel oil until repaired.

Survey Fee (per Section 23)	Special Damage or Repair Fee (if any) (per Section 23)	Travelling Expenses (if chargeable)	Alterations	Second Surveyor's Fee (if any)
Dkg. \$15,000.-	\$10,000.-	\$7,000.-	\$50,000.-	

Committee's Minute \_\_\_\_\_

Character Assigned \_\_\_\_\_

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 affixed to \_\_\_\_\_



