

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th May, 1952. When handed in at Local Office 1952 Port of KOBE
 No. in Reg. Book 19142 Survey held at Sasebo Date, First Survey 20th Feb., Last Survey 4th April, 1952.
 on the ~~Wood, Iron or Steel~~ Steel S.S. "TERUTAMA MARU" ex "Rajput" (No. of Visits 12)

TONNAGE :- Built at Port Glasgow By whom Lithgows Ltd. When 1925 MONTH 5
 GROSS 5643.14 Owners Tamai Shosen K.K. Owners' Address 3-Kaigan-dori, Ikuta-ku, Kobe.
 UNDER DK 5016.14 Managers ---- Port belonging to Kobe
 NET 3394.08

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Sasebo Ship Ind., Destined Voyage ----

Cell DBorDBa feet; uE & B. feet; f feet; f feet
 total capacity tons. FPT 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. 591 Port Kobe

(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 Special Survey & O.F. Conversion.

NOW DONE:- Vessel placed in drydock - bottom & rudder cleaned, examined and recoated. Vessel undocked, March 1952.

Examined:- All holds, 'tween decks, fore and after peak spaces, coal bunkers, engine and boiler spaces, under engines and boilers, ash shoots, plating in way of ash shoots and sidelights, decks, hatchways, with covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging (see report) steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilators, coamings and covers, air and sounding pipes (striking plates fitted), casings, cargo battens and boats Freeboard verified. Shell plating drilled and gauged.

Examined (internally) & tested:- Fore and after peak tanks, all double bottom tanks, deep tanks. All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

Freeboard assigned by Japanese Government verified (see report). 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 ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.		
Decks	Good	Good	Good	Good	Good	Good	(State if on Port.)	
Caulking of Decks	"	"	"	"	"	"	When fitted, Month Year	
Coamings	"	Cement of ASBESTOS	"	Oil Bunkers	Settling Tks. Good	"	Boats	Good
Beams & Fastenings	"	Rudder	"	Scuppers	Good	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	"	Condition, how ascertained	by examination
" " In way of sidelights	"	Windlass	"	Hatches	"	"	(State if wedges removed.)	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		"	Equipment letter	Z
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	----	Caulking		"	Anchors, No. of	3B 1S
Longitudinals	----	Have Watertight Doors been examined and found efficient?	Yes	Treenails		"	Cables (State if now ranged)	Yes
Transverses	----	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		"	" length <u>225</u> mean diamr. <u>2 1/16</u>	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		"	" Rule length <u>270</u> size <u>2 4/16</u>	
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frames at openings		"	Chain Locker	Good
Stringers	"			" " at other places		"	Hawsers & Warps	Sufficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves		"	Standing and Rigging	Good
Have the Tanks been examined internally?	Yes			Sailing		"	Sails	----
Have the Tanks been tested?	Yes							

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 as No. 1-38."

This vessel, is in good and efficient condition and is eligible in our opinion to remain as now classed with notation S.S. Sasebo 3,52 and fresh record of drydocking 3,52. Subject to 45 fathoms of chain cable being supplied at the first opportunity.

Survey Fee (per Section 23)	¥177,400.-	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 23)	£ : :	Received by me,	
Travelling Expenses (if chargeable)	¥ 20,000.-		
Second Surveyor's Fee (if any)	Sunday Attend. ¥ 10,580.-		

G. Young for self and Y. Hamada
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURS 7 AUG 1952

Character Assigned Deferred for cp SS (machines) but assign 3.52 Sasebo, subject (bottom)

Notes Write Kob (h...) BS 4.52 S 3.52 fitted for O.P. 4.52 FP above 1500F

Yes

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

20/1/20. Transfer fee. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to



Wear & Tear Repairs.

Port Shell H.16,17 renewed.
H. 2 cropped and part renewed.

Starbd Shell H.15,17 renewed.
H. 4 and 5 G.2 cropped and part renewed.

Bridge side door in P & S shell now permanently closed.
Ash shoot shell opening starb'd, now permanently closed.

Upper Deck. 2 deck plates inside poop accommodation part doubled.

2nd Deck. Port & Starb'd stringer plate Frames 91 to 137 and 144 to 167 part doubled.
Deck plating forward of W/T Bhd's 107 & 137 doubled.
Stringer plate Frames 8 to 25 P&S part doubled.
17 deckplates over deep tank with hatch corner doublings renewed.
28 frame brackets renewed above deep tank.

Fore Peak. 1 strake of Bhd plating renewed.
Tank top part doubled in way of Fore Peak Bhd.

Hold Frames. No.4 Hold - Port - 1 frame renewed
1 frame cropped and part renewed.

Deep Tank

Port - 4 frames renewed.
6 Tunnel stiffeners renewed.
Middle Line 2nd Deck Girder cropped and aft part renewed.
Hatch coaming girder under deck renewed P & S.
Bhd 50

Starb'd - Base plate & plate above renewed & 12 stiffeners.
1 top strake plate part renewed.

Port - 2 upper strake plates cropped and part renewed.
Wing plate cropped and part renewed.
4 stiffeners cropped and part renewed.

BHD 64 Base plate renewed.

A number of stiffener bottom brackets renewed.

Anchors & Cables ranged, a few studs hardened up.
3 lengths of cable found undersize, condemned and removed.
3 lengths of cable now ordered and will be placed on board at the first opportunity.

6 floor plates in No.3 & 6 D.B. Tanks faired in place and each fitted with angle stiffeners.
Approx. 200 defective rivets in floor angles to Tank margin renewed in No.3 & 6 D.B. Tanks.

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

ANCHORS.

Number of Certificate.	Anchors. 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.	Tons	Cwts.	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Tank Top. 1 plate on No.4 Hold & 1 plate on No.5 Hold tank top renewed
Margin plate in No.6 D.B. Tank cropped and part renewed.

Shaft Tunnel. 1 tunnel top plate renewed.

Rudder Lifted. steel riser and all bushes renewed.

Hatch Coamings. stiffeners on No.1 hatch aft, No.3 starb'd and No.5 Hatch P&S renewed.
1 new tarpaulin supplied for each hatch and 80 wood hatch boards renewed.
Other minor repairs effected.

Modifications. The saddle back hatch on casing top, and trunk and saddle back on bridge and upper deck now efficiently plated over and made into additional accommodation.

The existing Coal trimming hatches on Bridge Dk Frames 80-83 P&S upper deck 70-72, 80-84, 88-91 P&S.
2nd Deck 81-83 P&S have now been plated over.

(Cont'd)

Rpt. 9a.

Port of KOBE

"TERUTAMA MARU"

Continuation of Report No. 701

dated 7th May, 1952.

on the

The W/T Bhd at frame 91 in the Hold and tween Deck has now been moved to frame 87 at the Forward End of the Boiler Room.
Bulkhead plating part renewed - see enclosed plan.

Oil Fuel Conversion.

Cofferdams have now been fitted by making floors oil tight at Floors 163-166, 86-87, 64-65, 32-33.

Oil Fuel can be carried in the following D.B. Tanks Nos. 1,2,3 and No.6 Tks.
A 30 Ton O.F. settling tank well constructed and stayed, has been fitted in the original P&S side bunkers in the boiler room, complete with gutterways, pumping and air pipes.

Tank top ceiling has been fitted over all oil Fuel Tanks 65m/m S.W. on 13m/m bearers.
All Oil Fuel Air pipes fitted with gauzes.

This vessel has changed Ownership at this time

New Owners. Tamai Shosen Kabushiki Kaisha.

Address. 3-Kaigan-dori, Ikuta-ku, Kobe.

New Tonnage. Gross 5,643.14
Under Dk. 5,016.14
Net 3,394.08

Official No. 68228

Signal letters J Q P R

Port of Registry Kobe.

Freeboard assigned by Japanese Government 1784 m/m.

SHELL DRILLINGS

Strake	Amidship			Forward			Aft		
	Original	Drilling		Original	Drilling		Original	Drilling	
		P.	S.		P.	S.		P.	S.
Sheer S	.61	.56	.59	.52	.47	.47	.54	.47	.51
" L	.61	.50	.60	.50	.44	.44	.54	.47	.47
" J	.61	.59	.56	.48	.44	.44	.48	.44	.44
" H	.61	.59	.59	.48	.44	.44	.48	.44	.41
" G	.61	.59	.59	.48	.47	.47	.61	.56	.47
" F	.61	.61	.61	.48	.48	.44	.48	.44	.41
" E (Blade)	.61	.57	.56						
" D		.48	.44	.48	.61	.60	.60		
" C		.61	.50	.59	.50	.50	.50		
" B		.61	.59	.53	.61	.56	.56		

Interim Certificate issued, copy attached.

ggg

N.B. - If this Report is supplied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.

atw
17
8.52

