

Rpt. 8.

(Received at London Office)

No. 701

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~~ S.S. "TERUTAMA MARU" ex "Rajput" (No. of Visits 12)

TONNAGE: Built at Port Glasgow By whom Lithgows Ltd. When 1925 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 DBor DBa feet; uE & B feet; f feet; fe
 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 ...								

RESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	Good
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Port.)	Good	Good
Coamings	"	Cement of ASPHALT	"	Oil Bunkers	Settling Tks. Good	When fitted, Month	Good	Good
Beams & Fastenings	"	Rudder	"	Scuppers	Good	Year	Good	Good
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained	Good	Good
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	Good	Good
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	"	Equipment letter	Good	Good
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Yes	Caulking	"	Anchors, No. of	3B 1S	Good
Longitudinals	----	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Cables (State if now ranged)	Yes	Good
Transverses	----	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	" length (225) mean diamr. 2 1/16	Good	Good
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" Rule length 270 size 2 4/16	Good	Good
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	"	Chain Locker	Good	Good
Stringers	"			" " at other places	"	Hawsers & Warps	Sufficient	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Standing and REMARKS Rigging	Good	Good
Have the Tanks been examined internally?	Yes			Sailing	"	Sails	-----	Good
Have the Tanks been tested?	Yes			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, 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, 19.
 Special Damage or Repair Fee (if any) ¥ : : Received by me, 19.
 Travelling Expenses (if chargeable) ¥ 20,000.-
 Sunday Attend. ¥ 10,580.-
 Second Surveyor's Fee (if any) ¥ : :
 Committee's Minute THURS 7 AUG 1952

Character Assigned Deferred for cp SS (machs) but assign 3.52 Sasebo, subject (h/m)

Noted Write K&B (h/m) BS 4.52 s 3.52 fitted for o.p. 4.52 RP above 1500F

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

Lloyd's Register
 Foundation

