

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th Apr., 1954. When handed in at Local Office 1954. Port of SHIMONOSEKI  
 No. in Survey held at Shimonoseki Date, First Survey 15-3-54 Last Survey 12th April, 1954.  
 Reg. Book 69742 on the Wood, Iron or Steel S.S. "MEISEI MARU" (No. of Visits 8)

TONNAGE: GROSS 5618 Built at Sunderland By whom Short Bros. Ltd. When YEAR 1930 MONTH 6  
 UNDER DECK Owners Nichiro Gyogyo K.K. Owners' Address  
 NET 4014 Managers Mitsubishi Port belonging to TOKYO  
 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Both Name of Dock Shimonoseki Shipyard Destined Voyage  
 Cell DBor DBa feet; uE&B 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. 225. Port Sunk  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACTER: \* for Special Survey Date of last Survey and of Periodical Surveys.  
 Machinery and Boiler Surveys (including date of N.B., if any).  
 +100A1 10,538,52 +LMC  
 with freeboard BS 3,53  
 to Class Docking MS 7,51  
 date 3,53  
 ssYka. - 7,51 TS(CL) 7,51

CARGO BATTENS NOT FITTED.  
 Fitted for oil fuel 8,52 F.P. above 150°F.  
 Society's Freeboard (if assigned) as painted on Ship and how verified

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.  
 Yes Not Required Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking, Alterations, & Damage stated to have been sustained through vessel coming in contact with submerged object whilst berthing at Mitsui Wharf, Kawasaki Japan, on the 18th January, 1954.

Now Done:- Vessel placed in Dry-Dock, shell plating stern frame and rudder cleaned, examined and coated.

Decks, hatchways, ventilators, coamings, and other deck openings, windlass, Steering Gear generally examined and found or now placed in good condition. (Vessel undocked 9-4-54).

Repairs (Damage):-  
 Starb'd side shell plates (Numbered from Aft).  
 F.10 G.11 in way of boiler Room and generator room indented, and E.10 slightly indented locally. Shell plates F.10, & G.11 renewed, and E.10 faired in place. P.T.O.

MARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	2							
Removed and Faired or Repaired								
Faired or Repaired in place ...	1							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on File)	
Condition of Decks	Good	Good	Good	Good	Good	When fitted, Month	Year
Plating	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	-		
Fastenings	Good	Cement or Asphalt	-	Oil Bunkers	-		
Plating in way of sidelights	-	Rudder	Good	Scuppers	-	Boats	-
Frames	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
Stringers	-	Windlass	Good	Hatches	-	Condition, how ascertained from Deck (State if wedges removed.)	Z ✓
Inner Bottom Plating	-	Have pumps been examined and found efficient?	-	Planking	-	Equipment letter	3B 1S ✓
Have the Tanks been examined internally?	No. 5&6	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	3B 1S ✓
Have the Tanks been tested?	No. 5&6 Yes	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Cables (State if now ranged)	Yes ✓
		Have Ventilators and their Coamings been examined and found efficient?	-	Breasthooks & Stemson	-	" length 270 mean diamr. 2.1/8 (on board.)	
		Air, and Sounding Pipes	No. 5&6 exd.	Transoms, Pointers & Crutches	-	" Rule length 270 size 2.1/8	
		Doubling Plates, under Sounding Pipes	No. 5&6 exd.	Timbers of Frame at openings	-	Chain Locker	Sufficient
				" " at other places	-	Hawsers & Warps	Efficient
				Stringers, Clamps & Shelves	-	Standing and Running Rigging	Efficient
				Salting	State if examined	Sails	-

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 good condition and eligible in our opinion to remain as now classed, with fresh record of Dry-Docking 4,54.

Survey Fee (per Section 23) Docking	£ 10,000	Fees applied for, 1st May 1954
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 15,000	Locally Received by me, 19
Alterations	£ 125,000	
Travelling Expenses (if chargeable)	£ 500	
Second Surveyor's Fee (if any)	£	

TUESDAY 15 JUN 1954  
 Character Assigned 4,54 Sunk  
 23nd 54,54 BS 4,54  
 Peter Manson, Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation

2 JUN 1954

M. B. (Signature)

1010-215710-105410  
 In Certificate required? If so, to be sent to

