

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th May, 1953 When handed in at Local Office \_\_\_\_\_ 19\_\_\_\_ Port of SHIMONOSEKI  
 No. in Reg. Book 19470 Survey held at Shimonoseki Date, First Survey 15-12-52 Last Survey 24th March, 1953  
 on the ~~Wood, Iron & Steel~~ Steel S.S. "MEISEI MARU" (No. of Visits 20)

TONNAGE: Built at Sunderland By whom Short Bros. Ltd. YEAR. MONTH. 1930 6  
 GROSS 4754 Owners Nichiro Gogyo K.K. Owners' Address 2 Chome Marunouchi Chiyoda-ku Tokyo  
 UNDER DECK 4260 Managers --- Port belonging to Tokyo  
 NET 3297

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Shimono-seki S.Y. Destined Voyage \_\_\_\_\_  
 Cell D B or D Ba \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ fe }  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons. }  
 Particulars of Classification (which must be inserted Precisely as in Register Book & Supplements)

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 922 Port Kob

CHARACTER For Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 <u>7.51</u> ssYka.-	+LMC BS <u>8-52 18150</u> MS <u>7.51</u> T.S. (CL) <u>7.51</u>

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. 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 \_\_\_\_\_  
 Was a damage report made by anyone else? if so, by whom? \_\_\_\_\_

Cargo battens not fitted  
 Society's Freeboard (if assigned) as painted on Ship and now verified \_\_\_\_\_ ft. \_\_\_\_\_ ins.  
 FITTED FOR OIL FUEL 8-52 F.P. ABOVE 150° F.

REPAIRS, OR, EXAMINATION AS PER RULE, FOR Docking & Alterations  
 Now Done: Vessel placed in dry-dock, shell plating stern frame, and rudder cleaned, examined, and found or now placed in good condition afterwards recoated.

NOTE:- This vessel was docked three times from the commencement of conversion work to completion.

1st Docking	2-12-52	Undocking	4-12-52
2nd "	8-12-52	"	18-12-52
3rd "	29-3-53	"	2-4-53

Decks hatchways, hatch covers, and supports, with their closing appliances, vents, and tween deck spaces, masts, spars and rigging, and equipment generally examined and found or now placed in good condition. Main and auxiliary steering gear examined.

Wear & Tear Repairs: Approx. 90 Shell Plate Rivets renewed in way No.1 & 2 D.B. tanks afterwards tanks tested and found tight. Rudder lifted and two pintle bushes renewed.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DK. Plates.	Other Items:
Renewed								
Removed and Faired or Repaired								
Faired 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	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	---	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	---	Oil Bunkers	---	Boats	---
Beams & Fastenings	Good	Rudder	Good	Scuppers	---	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	From Deck
" " in way of sidelights	---	Windlass	Good	Hatches	Good	(State if wedges removed)	
Frames	Good	Have pumps been examined and found efficient?	---	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?	---	Treenails	---	Cables (State if now ranged)	Yes
Transverses	---	Have Ventilators and their Coamings been examined and found efficient?	---	Breasthooks & Stemson	---	" length	270 mean diamr. 2 1/8
Floors	---	Air and Sounding Pipes	---	Transoms, Pointers & Crutches	---	" Rule length	270 size 2 1/4
Keelsons	---	Doubling Plates under Sounding Pipes	---	Timbers of Frame at openings	---	Chain Locker	Good
Stringers	---			" " at other places	---	Hawsers & Warps	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	---	Standing and Running Rigging	Good
Have the Tanks been examined internally?	See Report			Salting	---	Sails	---
Have the Tanks been tested?	See Report						

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 be classed 100A1 with freeboard and fresh record of Dry-Docking (4,53. 3.53)

Survey Fee (Per Section 23)	Wear & Tear ¥ 50,000	Fees applied for
Special Damage or Repair Fee (if any) (per Sec. 23)	Alterations ¥200,000	JUL - 9, 1953
Travelling Expenses (if chargeable)	¥9,000	LOCALLY
Second Surveyor's Fee (if any)		Received by me,

Peter Manson & Chada  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
 Character Assigned Amend class to +100 A1 with freeboard  
3.53 Swk BS 3.53.

Yes 24 JUL 1953  
 Now  
 If a survey also done on the machinery of the ship, if so, is the Report sent now, or when will it be sent?

6BH  
 case; 6BH

29110-215710-105710

Certificate required? If so, to be sent to



Three lengths of anchor cable below Rule requirements now renewed particulars as indicated on back of Report.

On account of the No.1 & 2 hold spaces being insulated test holes were drilled in shell plating in way of insulation and the following shell plates found somewhat worn and now renewed.

Port Side E.15 & G.16 Starb'd Side D.16 & G.16

No.2 Tank top plates in way of bulkhead No.129 (P & S) also in way of bulkhead No.91 Port side also wing tank top plates (P & S) between frames 92-98 found somewhat wasted now renewed complete.  
Tank Margin brackets at frame 103 & 104 wasted now renewed.  
Two bulkhead stiffener brackets renewed at bulkhead No.83.

**Frames:**

Port Side Shell frames Nos.122, 126, 127, 128, wasted cropped and part renewed.

Starb'd Side Frames No.121-128 found locally wasted now fitted with doublers in way of margin plate bracket connections.

Port Side Frames Nos. 121, 122, 124, 125 found locally wasted now fitted with doublers in way of margin plate bracket connections.

Gusset angle bar margin bracket connections frames Nos. Port 92-94, 96, 101, 103, 106, 127, 128.

Starb'd Side 85, 86, 88, 102, 104, 105, 111, 112 found wasted now renewed.

Tween Deck: Frame brackets at frame 81 (P & S) wasted now renewed.

Frames Port Side (64-66, 80 & 82).

Starb'd Side 57, 59, 61, 63, 64, 66, 67, 69, 70, 72, 74, 75, 79 found wasted in way of tween deck chocks, now fitted with welded doublers.  
Gutter angle in way renewed.

Hatch Coaming: No.2 Hatch Coaming horizontal stiffener bar wasted now renewed Port & Starb'd.

No.4 Oil Fuel Double Bottom Tank: At request of Owners the No.4 D.B. tank was divided in two at this time, by making centre division oil tight, a separate suction pipe 3" dia, also sounding pipe fitted to Port Side. New additional heating coils were also fitted and tested as per Rule.  
The centre division was examined under pressure head test and found tight.

Deck Plate: One deck plate in tween deck space aft end No.3 hatch, also one plate Port Side in way of engine room casing found wasted now renewed.

No.3 Hatch coaming main deck approx. 50 cleats renewed.

**Alterations:**

(1) This vessel was converted at this time to Shelter Deck type.

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

**ANCHORS.**

Number of Certificate.	Anchors.	WEIGHT 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.	Cwts.	qrs.	lbs.	Tons	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.	Stretcher.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Cwts.					
288	49.2	2 5/16"		188 3/4	134 3/4	111	-			2 1/2"	C.S. Stud Link	Komatsu Manufacturing Co. Ltd. Komatsu M. Sugihara	Komatsu Manufacturing Co., Ltd. 16-7-52

(2) A lower deck or 2nd deck was fitted in way of No.1 and No.2 Holds extending between frames 97-154 in accordance with approved plans.

(3) The Bridge Deck was renewed complete, the deck now extending between frames Nos. (56-110) in accordance with approved plans.

(4) As this vessel is to act as a mother ship to smaller vessels of the company's fleet provision was made for the carriage of additional Oil Fuel, by constructing oil fuel deep tanks all as part of ships structure between frames (84-97) (P & S) and frames (36-42) (P & S) in accordance with approved plans, Gutterways and sheathing fitted. All oil fuel piping and steam heating coils fitted and tested as per Rules.  
Air Pipes fitted with wire gauzes. On completion the deep tanks were water tested to shelter deck level and found sound and tight. Provision being made for Cofferdam between frames (83-84) with air & sounding pipe and pumping arrangements.

The Port & Starb'd Side bunkers were converted at this time for the carriage of fresh water in accord with approved plans.  
Port Side extending between frames 67-71 to upper Deck level 75.7 tons  
Starb'd Side extending between frames 65-71 98.6 tons approx. 14 feet high.

Cont'd .....

Air & Sounding pipes fitted as per Rule on completion the tanks were tested and found tight.

The Tween Deck space in way of No.3 & 4 Hold was fitted out as a canning factory.

The Owners not requiring Lloyd's supervision for this part of the work.

The No.1 lower Hold & No.2 lower hold and lower tween deck, also shelter deck space between frames 89-110 insulated for the carriage of frozen fish.

The Owners not requiring Lloyd's Classification for Refrigerating machinery or insulated holds.

The Generator engine room for supplying power to the factory space and refrigerating plant is situated above the deep tanks between frames (83-97).

The brine coolers also being situated on this flat on Port Side.

The Tween deck space between frames 81-89 being used for the refrigerating plant machinery viz compressors and condensers.

Separate fresh water tanks previously fitted in the tween deck space have now been removed on top of the oil fuel deep tanks in No.3 Hold (frames 30-42') an air space between deep tank top & fresh water tanks has been provided and arrangements for suitable staying of tanks made.

This vessel changed Ownership and Port of Registry at this time the previous Owners being Meiji Kaiun K.K., Port of Registry Kobe.

**New Owners:**

Nichiro Gyogyo Co. Address: 2Chome Marunouchi Chiyoda-ku Tokyo  
Port of Registry Now Tokyo

New Tonnage figures issued by Japanese Government are as follows:-

Gross Tons 5,603.16  
Net 3,993.45

With reference to Secretary's letter dated 1st January 1953. With regard to Freeboard markings. These markings have been retained as before. The Japanese Government not allowing any alterations to be made.

Interim Cert. issued copy attached.

*Handwritten notes:*  
Navy  
A.R.  
22.9.53