

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

Survey held at Shimonoseki

Date, First Survey 15-12-52

Last Survey 24th March, 1953.

19470

on the ~~Wood, Iron & Steel~~

S.S. "MEISEI MARU"

(No. of Visits 20)

TONNAGE:

Built at Sunderland

By whom Short Bros. Ltd.

YEAR.

MONTH.

GROSS 4754

Owners Nichiro Gyogyo K.K.

Owners' Address

2 Chome Marunouchi Chiyoda-ku

UNDER DECK 4260

Managers

NET 3297

Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Mitsubishi Shimonoseki S.Y.

Destined Voyage

Cell D B or D Ba

feet; uE & B

feet; f

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. 922

Port

Kob

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?

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

Decks Good

Caulking of Decks Good

Coamings Good

Beams & Fastenings Good

Outside Plating Good

" " in way of sidelights

Frames Good

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating Good

Have the Tanks been examined internally? See Report

Have the Tanks been tested? See Report

Bulkheads

Good

Ceiling

Good

Cement or Asphalt

--

Rudder

Good

Steering gear and its connections

Good

Windlass

Good

Have pumps been examined and found efficient?

--

Have Sluice Valves been examined and found efficient?

--

Have Watertight Doors been examined and found efficient?

--

Have Ventilators and their Coamings been examined and found efficient?

--

Air and Sounding Pipes

--

Doubling Plates under Sounding Pipes

--

Engine Room Skylights

Good

Coal Bunkers, Openings, Covers, &c.

--

Oil Bunkers

--

Scuppers

--

Cargo Hatchways

Good

Hatches

Good

Planking

Caulking

Treennails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

State if examined

Copper, or Y.M.

(State if on Port)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Good

Condition, how ascertained

From Deck

Equipment letter

Z

Anchors. No. of

3B 1S

Cables (State if now ranged)

Yes

" length

270

" (on board.)

mean diamr.

2 1/8

" Rule length

270

" size

2 1/4

Chain Locker

Good

Hawsers & Warps

Good

Standing and Running Rigging

Good

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 be classed 100A1 with freeboard and fresh record of Dry-Docking (4.53.353)

Survey Fee (Per Section 23)

Wear & Tear ¥ 50,000

Alterations ¥200,000

Special Damage or Repair Fee (if any)

(per Sec. 23)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Note: Sunk

Note: R.B.

Fees applied for,

JUL - 9, 1953

LOCALLY

Received by me,

19

THURSDAY 24 SEP 1953

Amend class to +100 A1 with freeboard

3.53 Sunk

BS 3.53.

Peter Manson & Chada

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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.	lbs.	Cwts.	qrs.	lbs.		
	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.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.	Fathoms.	Ins.			
288	49.2	2 5/16"	134 3/4	188 3/4	111 - -			2 1/2"			C.S. Stud Link	Komatsu Manufacturing Co. Ltd. Komatsu	Komatsu Manufacturing Co., Ltd. 16-7-52 M. Sugihara
	Iron Stream Chain or Steel Wire												

(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.

Natly
A.R.
22.9.53