

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 29th Sept, 52. When handed in at Local Office 19 Port of KOBE

No. in Reg. Book Survey held at Tamano, Japan Date, First Survey 5th Aug., Last Survey 20th August 19 52.

on the Wood, Iron or Steel

S.S. "MEISEI MARU"

Tonnage

GROSS 4754

UNDER DK 4260

NET 3297

Built at Sunderland

Owners Meiji Kaiun K.K.

Managers

By whom Short Bros., Ltd.,

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to Kobe

When 1930

MONTH.

6

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsui, Tamano

Destined Voyage

Cell D B or D Ba feet; u E &amp; B feet; f

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. 569 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

D. Blr. not to be used

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

REPAIRS, OR, EXAMINATION AS PER RULE, FOR Docking and Oil Fuel conversion:-

Now Done:- Vessel in drydock, bottom and rudder (lifted) cleaned, examined and recoated (undocked 8,52)

The decks, casings, hatchways, vents and closing appliances, steering gear and windlass and equipment generally examined and found in good and efficient condition.

Oil Fuel conversion:- Examined internally and tested. Nos.1,2,4,5 D.B.Tanks and cofferdams.

Floors 61,81,153 have now been made oil tight to form cofferdams.

A settling tank has now been fitted frames 81 to 83 port & starb'd 3,000 mm above Boiler room tank top (See approved plans).

Oil fuel for ships use can now be carried in Nos.1,2,4,5D.B. tanks and settling tank.

Oil fuel air pipes fitted with gauges. (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 Fairied or Repaired								
Fairied or Repaired in place								

RESENT CONDITION OF THE	Good	Good	
Decks	Good	Engine Room Skylights	Good
Caulking of Decks	"	Coal Bunkers, Openings, Covers, &c.	"
Coamings	"	Oil Bunkers	"
Beams & Fastenings	Not Exam.	Scuppers	"
Outside Plating	Good	Cargo Hatchways	"
" " in way of sidelights	"	Hatches	"
Frames	Part Examined	Planking	
Reverse Frames	Not Examined	Caulking	
Longitudinals	"	Treenails	
Transverses	"	Breasthooks & Stemson	
Floors	"	Transoms, Pointers & Crutches	
Keelsons	Part examined	Timbers of Frame at openings	
Stringers	Not examined	" " at other places	
Inner Bottom Plating	"	Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	Yes	Salting	State if examined
Have the Tanks been tested?	Yes		
Bulkheads	Good		
Ceiling	"		
Cement or Asphalt	"		
Rudder	"		
Steering gear and its connections	"		
Windlass	"		
Have pumps been examined and found efficient?	-		
Have Sluice Valves been examined and found efficient?	Not examined		
Have Watertight Doors been examined and found efficient?	Not examined		
Have Ventilators and their Coamings been examined and found efficient?	Good		
Air and Sounding Pipes	Not examined		
Doubling Plates under Sounding Pipes	"		
Copper, or Y.M.			
(State if on Felt.)			
When fitted, Month			Year
Boats	Good		
Masts, Yards, &c.	"		
Condition, how ascertained	From deck		
(State if wedges removed.)	Z		
Equipment letter			
Anchors. No. of	3B 1S		
Cables (State if now ranged)			
" length 300 mean diam.	2 4/16"		
(on board.)			
" Rule length 270 size	1 15/16"		
Chain Locker	Not Examined		
Hawsers & Warps	Sufficient		
Standing and Running Rigging	Good		
Sails	-		

General Observations, Opinion as to Class, Recommendation, &amp;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 and efficient condition and is eligible in our opinion to remain as now classed with fresh record of drydocking 8,52 and R.B. Notation Fitted for O.F. 8,52

Survey Fee (Per Section 23)	£10,000	Fees applied for,
Special Damage or Repair Fee (if any)	£	19.
Oil Fuel Conversion	£50,000	Received by me,
Travelling Expenses (if chargeable)	£	19.
Second Surveyor's Fee (if any)	£6,000	

Committee's Minute

Assigned

THU 13 NOV 1952

8,52 Kob (without apl. adm. (m))

BS 8,52

Fitted for oil fuel 8,52 F.P. above 150°F.

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation



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