

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3rd Aug. 1951 When handed in at Local Office 1951 Port of KOBE
 No. in Reg. Book Survey held at Hiroshima Date, First Survey 12th June Last Survey 3rd July, 1951
 on the ~~Wood, Iron or Steel~~ S.S. "IKUSHIMA MARU" (No. of Visits 5)

TONNAGE: Built at Nagasaki By whom Nagasaki Shipyard & Eng. W When 1949 MONTH 1
 GROSS 2244.85 Owners Hamane Kisen K.K. Owners' Address Kobe
 UNDER DK. Managers ----- (If not already recorded in Appendix to Register Book).
 NET 1224.71 Port belonging to Kobe
 Surveyed Afloat or in Dry Dock? Both Name of Dock Hiroshima Dock Destined Voyage
 Cell DB or 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. Port

Periodical Surveys, when held, must be reported in detail and serialim 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 Classification Survey.

Now Done:— Ship placed in drydock, bottom and rudder cleaned, examined and recoated.

Examined:— All holds, decks, fore and aft peaks and spaces above, engine and boiler space, under engine and boilers, plating in way of sidelights and ash shoot, hatches, covers, supports, tarpaulins cleats and battening arrangements, anchors, chain cables, chain locker, masts and rigging, steering gear, auxiliary gear, windlass, general equipments, pumps, ventilators, coamings and covers, air and sounding pipes, (striking plate fitted) casings, cargo battens and boats.
 Freeboard verified.

Examined (internally) and tested:— Fore and aft peaks, all double bottoms and Deep Tank.

All spaces previously cleaned, ceiling, cement and rust removed and cleaned (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 Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Belt.)	
Caulking of Decks	"	Cement xxxx	"	xxxx	"	When fitted, Month	Year
Coamings	"	Rudder	"	Scuppers	Good	Boats	Good
Beams & Fastenings	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Outside Plating	"	Windlass	"	Hatches	"	Condition, how ascertained	by examination
" " in way of sidelights	"	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	
Frames	"	xxxx		Caulking		Equipment letter	S
xxxx		Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	3B 1S
Longitudinal		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes 1 14/16
Transverse		Have the Tanks been examined internally?	Yes	Transoms, Pointers & Crutches		" length mean diamr.	240 fath (on board.)
Floors	Good	Have the Tanks been tested?	Yes	Timbers of Frame at openings		" Rule length 240 size	13/16
Keelsons	"			" " at other places		Chain Locker	Good
Stringers	"			Stringers, Clamps & Shelves		Hawser & Warps	"
Inner Bottom Plating	"			Salting		Standing xxxx rigging	"
Have the Tanks been examined internally?	Yes			State if examined.		xxxx	
Have the Tanks been tested?	Yes						

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 ship is in good and efficient condition and in our opinion is worthy of the Class

Contemplated 100A1 with record of survey S.S. Hiroshima 7,51 and drydocking date 6,51.

Survey Fee (per Section 29) £161,280-
 Special Damage or Repair Fee (if any) £
 Travelling expenses (if chargeable) £14,840-
 Second Surveyor's Fee (if any) £
 Fees applied for, 19
 Received by me, 19

FRI. 19 OCT 1951.

Committee's Minute

Character Assigned

See minute on F.E. Rpt.

G. G. Young & M. Kamakura.
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

015009-015019-0323

The general equipment has been examined and found to be equivalent to the Rules requirements.

Interim Certificate issued, copy attached hereto.

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.....																

If Patent state name of Patentee

If Stockless state Mechanical Test

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN,