

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9-4-56 19... When landed in at Local Office... 19... Port of Shimonoseki
No. in Reg. Book 10760 Survey held at Shimonoseki Date, First Survey 10-3-56 Last Survey 17th March, 19 56.
on the ~~Wood~~ ~~Iron~~ ~~Steel~~ S.S. FUKUEI MARU" (No of Visits 4)

TONNAGE: GROSS 1843, UNDER DK. NET 1039
Built at Osaka By whom Osaka Zosensho When 1938. MONTH.
Owners NITTO SHOSEN K.K. Owners' Address
Managers --- Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Dry-Dock Name of Dock Mitsubishi, Shimonoseki S.Y. Destined Voyage
Cell/Dor/DBa feet; uE&B feet; f feet }
Total capacity tons. FPT tons; APT tons; MT feet tons. }

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	BS 3/51	LMC	NK
Classed	3/51	Eng.	3/55
ss Inn	3/51	Blrs.	2/54
D'kg.	3/55	sps.	3/55

Last Report, No. 424 Port Smk

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking and Completion of Special Survey, and damage stated to have been caused through submerged object striking vessels Port side in way No.1 Hold, on the 5th December 1955, whilst on voyage Yawata to Nagoya.

Now Done:- Ship placed in dry-dock. Hull, bottom, stern frame, and rudder lifted cleaned examined, found or now placed in good condition and recoated. Decks, hatchways covers and supports, vents coamings, and other deck openings, holds, and poop deck spaces, masts spars and rigging and equipment generally examined and found or now placed in good condition. Main and auxiliary steering gear examined and found or now placed in good condition. Plating in way of ash shoots examined and found or now placed in good condition. Cables ranged. 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								
Decks	Good	Bulkheads	Good	Engine Room Skylights	-	Copper, or Y.M.	-	(State if on Felt)
Planking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	-	Year
Coamings	Good	Cement or Asphalt	-	Oil Bunkers	-	Boats	-	
Rivets & Fastenings	Good	Rudder	Good	Scuppers	-	Masts, Yards, &c.	Good	
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	-	Condition, how ascertained	From Deck	
" " in way of sidelights	-	Windlass	Good	Hatches	-	(State if wedges removed)	-	
Frames	Good	Have pumps been examined and found efficient?	-	Planking	-	Equipment letter	N r	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	3B IS	
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	240fths 41.5	
Stems	-	Air and Sounding Pipes	-	Transoms, Pointers & Crutches	-	" (on board)	mean diamr. 44mm	
Keelsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	" Rule length	240fths 44mm	
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-	Chain Locker	-	
Have the Tanks been examined internally?	No. 1 DB			Sanding	-	Hawsers & Warps	Good	
Have the Tanks been tested?	No. 1 DB			State if examined		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 remain as classed with fresh record of dry-docking 3,56, and to have notation S.S. 3,55 as previously recommended. Subject to four lengths anchor cable starb'd side and one length port side being renewed before the end of September 1956.

Survey Fee (per Section 23) Docking ¥ 10,000 :
Completion of Special Survey 13,000 :
Special Damage or Repair Fee (if any) (per Section 23) ¥ 15,000 :
Travelling Expenses (if chargeable) ¥ 500 :
Second Surveyor's Fee (if any) :

Fees applied for, APR. 20. 1956 LOCALLY Received by me, 19.

Peter Hanson & A. Imai Junji Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY 18 MAY 1956
Character Assigned 3,56 Smk subject
3,55 Smk S.S. 3,55



015172-015182-0041

20m, 11.65 (MADE AND PRINTED IN THE UNITED KINGDOM)

is Certificate required? If so, to be sent to

Damage Repairs:- Shell plates Port side in way No.1 Hold Nos. F.3 & F.5 slightly indented. In accordance with recommendation of Japanese Government surveyor also acting on behalf of Japanese Underwriters, the two damaged plates were renewed. On completion of repairs hose tested and found tight.

Wear & Tear Repairs:- Rudder lower pintle liner renewed, and new lignumvitae bush fitted in skeg.

Bottom plating Nos. B 3, A 5, A 6, port and starb'd set up between floors Nos. 38-45. The set up commencing at zero point floor No.38 to maximum between floor No.41 and 42 of approx. 24-28 mm and tapering off to zero again at floor No.45. It was stated that this set up is of old standing, but no records had been taken previously.

It is submitted that this item be placed under endorsements of class.

Poop Deck:- Plating adjacent to stringer plate and just forward of coal hatch (P&S) somewhat worn, now renewed, coal hatch corner doublers in way renewed.

Hose test carried out on completion and found tight.

Coal Bunker:- One Bracket starb'd side connecting ship side frame and main deck in coal bunker space wasted now renewed.

S.R.L.:- Repairs No.1 Double bottom tank (P.S.) to be examined and dealt with as necessary next dry-docking.

Repairs previously carried out examined, and backing strip inside the tank removed, and back run of weld applied to plate previously fitted.

On completion tank was tested and found tight. It is submitted that this item may now be removed from the Special Reasons List.

Anchor Cables ranged:- Four lengths of cable Starb'd side, and one length port side found worn to minimum dia. 39 mm. 39.5

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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				Fathoms.

Port side first length. Starb'd side fourth, fifth, seventh and eighth lengths. As no time was available for renewing these cables now, arrgts have been made for new lengths to be fitted by end of September 1956.

The present cables being considered to remain efficient in the meantime.

Now Done for Completion of Special Survey:-

Boiler Room; Examined frames, margin brackets and boiler bearers. Steering room examined, all found or now placed in good condition.

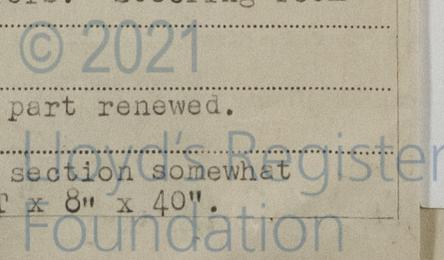
Both port and starb'd boiler forward bearers locally wasted part renewed.

Web frame between boiler and engine room starb'd side lower section somewhat wasted, now cropped and part renewed by E.W. approx. 5/16" T x 8" x 40".

Interim Certificate (No.C-1002) issued, copy attached.

N.B.—If this Report is copied by Copying Press, special 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 THE MARGIN.



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Debate
A