

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book Survey held at Glasgow Date, First Survey 10 Dec 1896 Last Survey 14 Jan 1897

on the Wood, Iron or Steel Twin S.S. "Tosa Maru" Master J. B. Hamilton

TONNAGE Built at Belfast By whom Harland & Wolff When 1892 12

GROSS 5789 Owners Messrs. Yusen Kaisha Line Port belonging to Tokio

UNDER DECK 5352 Owners' Address

NET 3589 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock headwindside Destined Voyage Japan

WB=Cell DB=380 feet; uEB= feet; f= feet; }
total capacity 1166 tons. FPT 72 tons; APT 66 tons; MT= feet= tons. }

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A.1 ✓		+L.M.C.
3.76 ✓		3.76 ✓
S.S. 203-3.74 ✓		

Last Survey, No. 178 Port YKA

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified } 11 1/2 ft. 2 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Alterations

This vessel has been placed in dry dock the bottom chamed, examined and recoated. A bilge keel has been fitted on each side of vessel formed of 13" bulb and extending for a length of 200ft. The cellular double bottom has been extended for a length of 40 feet at fore end increasing capacity of tanks 40 tons; the scantlings being the same as the tank adjoining and tested by water pressure to a height of load water line with satisfactory results. An engine suction has been fitted for filling and emptying tank, also an engine suction and hand pump fitted at wings on each side of vessel. The tunnel well and hold well have been plated over at after end of vessel and made watertight. Efficient non return valves being fitted for draining hold and tunnel into wells. The top plating of cellular D.B. in holds and bunkers have been cleaned and recoated. Two lengths of chain cable were found to

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timber of Frame at the openings	Rudder	Hatches
Decks	Ditto ditto at other places	Windlass & Capstan	Boats
Waterways	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Coamings	Stringers, Clamps & Shells	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Sailings (State if examined.)	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
Low'r Dk. Beams & Fastenings	Ceiling	Dblng. Plates under Sounding Pipes	Sails
Plating	Cement or Asphalt (State which.)	Engine Room Skylights	Equipment letter
Planking	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Rivets or Ironails	Caulking of Bot'm, D'k, & Wat'r w'ys	Scuppers	Cables (State if now ranged)
Breasthooks & Stemson	Copper or I.M. (State if on felt.)	Cargo & Main H'tch w'ys	" length (on board)
Transoms, Pointers, & Crutches	When put on, Month Year		" Rule length (per Table 22)
			Hawsers & Warps
			Standing & Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in our opinion eligible to remain as classed and have record of survey 1.97. The particulars of water ballast to be altered in Reg. Book to 380 feet 1166 tons

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,
Survey Fee (per Section 28)	£	18
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	Received by me,
Travelling Expenses (if chargeable)	£	18
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

TUES 26 JAN 1897

14942 gls.

have several links with studs out. these were repaired and
retested with unsatisfactory results. The 30 fathom has
now been replaced with new, particulars as follows -

30 fms of $2\frac{5}{16}$ " stud link weight $78\frac{1}{2}$ ^{cu} 8 ^{lb.}

Test 96.25 & 134.75 tons h. of Cert. 2199 Glasgow 14/1/27
J. Seehouse, Supt.

The 30 fathom have been deleted from original certificate
by J. Seehouse.

H.P.

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 cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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