

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30-10-99 When handed in at Local Office 30-10-99 Port London
 No. in Reg. Book 575 Survey held at London Date, First Survey Oct 26 99 Last Survey Oct 28 1899
 on the ~~Wakabaru~~ Steel s/s Tosa Maru Master H. Frazer

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1892-12
 GROSS 5794 Owners Nippon Yusen Kaisha Port belonging to Tokio
 UNDER DK. 5352 Owners' Address _____
 NET 3592 (if not already recorded in Appendix to Register Book)

Surveyed Afloat on 30-10-99 Name of Dock Royal Albert Destined Voyage Japan
 WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet;
 total capacity _____ tons; FPT _____ tons; APT _____ tons; MT _____ tons.

F.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, rudders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 302 Port Yokohama
 Periodical Surveys, when held, must be reported in detail and serialism 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 Hawser 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage. Temporary Repair.
 This steamer was seen afloat in the Royal Albert Dock, and it was stated that the vessel had sustained damage on Starboard side abreast of after hatchway thro' collision with the SS Tremont of Liverpool on 25th Oct 1899 in the River Thames off Coal House point. It was observed that one bulwark plate, four bulwark stanchions, & angles, one sheer stake plate, one plate in stake next below sheer & two plates in second stake below & three frames & one reverse frame were bent upwards and damaged. (contd)

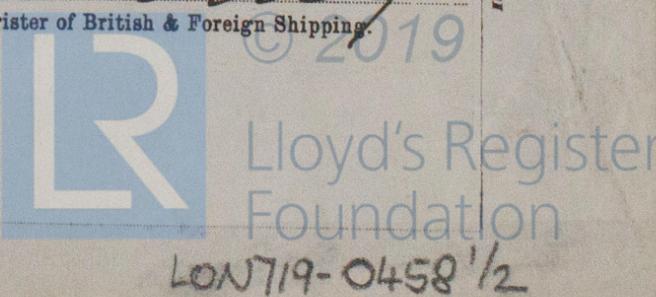
SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
PRESENT CONDITION OF THE								
Decks	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of Decks	✓	✓	✓	✓	✓	✓	✓	✓
Waterways	✓	✓	✓	✓	✓	✓	✓	✓
Coamings	✓	✓	✓	✓	✓	✓	✓	✓
Beams & Fastenings	✓	✓	✓	✓	✓	✓	✓	✓
Outside Plating	✓	✓	✓	✓	✓	✓	✓	✓
Caulking of ditto	✓	✓	✓	✓	✓	✓	✓	✓
Rivets	✓	✓	✓	✓	✓	✓	✓	✓
Breasthooks & Crutches	✓	✓	✓	✓	✓	✓	✓	✓
Transoms	✓	✓	✓	✓	✓	✓	✓	✓
Frames	✓	✓	✓	✓	✓	✓	✓	✓
Reverse Frames	✓	✓	✓	✓	✓	✓	✓	✓
Floors	✓	✓	✓	✓	✓	✓	✓	✓
Keelsons	✓	✓	✓	✓	✓	✓	✓	✓
Stringers	✓	✓	✓	✓	✓	✓	✓	✓
Inner Bottom Plating	✓	✓	✓	✓	✓	✓	✓	✓
State if Tanks now tested	✓	✓	✓	✓	✓	✓	✓	✓
Bulkheads	✓	✓	✓	✓	✓	✓	✓	✓
Ceiling	✓	✓	✓	✓	✓	✓	✓	✓
Cement or Asphalt (state if used)	✓	✓	✓	✓	✓	✓	✓	✓
Rudder	✓	✓	✓	✓	✓	✓	✓	✓
Windlass	✓	✓	✓	✓	✓	✓	✓	✓
Have Pumps now been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Have Sluice Valves now been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Have Watertight Doors now been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Dblng. Plates under Sounding Pipes	✓	✓	✓	✓	✓	✓	✓	✓
Engine Room Skylights	✓	✓	✓	✓	✓	✓	✓	✓
Coal Bunkers, Open'gs, Lids, &c.	✓	✓	✓	✓	✓	✓	✓	✓
Scuppers	✓	✓	✓	✓	✓	✓	✓	✓
Cargo Hatchways	✓	✓	✓	✓	✓	✓	✓	✓
Hatches	✓	✓	✓	✓	✓	✓	✓	✓
Planking of Wood Vessels	✓	✓	✓	✓	✓	✓	✓	✓
Treenails	✓	✓	✓	✓	✓	✓	✓	✓
Breasthooks & Stemson	✓	✓	✓	✓	✓	✓	✓	✓
Transoms, Pointers, & Crutches	✓	✓	✓	✓	✓	✓	✓	✓
Timbers of Frame at openings	✓	✓	✓	✓	✓	✓	✓	✓
Ditto ditto at other places	✓	✓	✓	✓	✓	✓	✓	✓
Stringers, Clamps & Shelves	✓	✓	✓	✓	✓	✓	✓	✓
Salting (State if examined.)	✓	✓	✓	✓	✓	✓	✓	✓
Copper, or Y.M. (State if on felt.)	✓	✓	✓	✓	✓	✓	✓	✓
When put on, Month _____ Year _____								
Boats	✓	✓	✓	✓	✓	✓	✓	✓
Masts, Yards, &c.	✓	✓	✓	✓	✓	✓	✓	✓
Condition, how ascertained	✓	✓	✓	✓	✓	✓	✓	✓
(State if wedges removed from the)	✓	✓	✓	✓	✓	✓	✓	✓
Sails	✓	✓	✓	✓	✓	✓	✓	✓
Equipment letter	✓	✓	✓	✓	✓	✓	✓	✓
Anchors, No. of _____								
Cables (State if now ranged)	✓	✓	✓	✓	✓	✓	✓	✓
length _____ size _____								
(on board)	✓	✓	✓	✓	✓	✓	✓	✓
Rule length _____ size _____								
(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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and pTND98, &c."
 This steamer appears in efficient condition, eligible in my opinion to remain as classed without a fresh record of Survey Subject to permanent repairs being effected at Japan

Office Fee (if chargeable) per Scale II., Sec. 37 £ _____
 Survey Fee (per Section 22) £ _____
 Special Damage or Repair Fee (if any) (per Sec. 22.) £ _____
 Travelling Expenses (if chargeable) £ _____
 Second Surveyor's Fee (if any) £ _____
 Committee's Minute £ _____
 Character assigned £ _____

Fees applied for, 30/10 18 99
 Received by me, Edward W. Verney
 Surveyor to Lloyd's Register of British & Foreign Shipping.

FRI. 3 NOV 1899 FRI. 3 AUG 1900
 White Own subject
 203/11/99

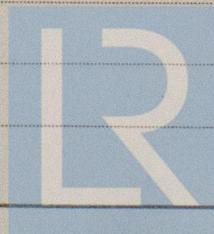


Port of LondonContinuation of Report No. 61565 dated Oct 1999 on thes/s Tosa Maru.

The vessel was loaded nearly ready for sea and the owners representative Captain Taylor stated that it was urgently desired by the owners that the vessel should sail at once and temporary repairs effected in order that she might proceed on her voyage and that permanent repairs would be undertaken on the vessel's arrival in Japan.

In order to do this, a number of steel rivets were renewed and the caulking and riveting carefully overhauled and made good where necessary.

Edward H. Tenney.



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