

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 Mountain Steel S/S 'Tosa Maru' Master H. Fayer
TONNAGE:— Built at Belfast By whom Harland & Wolff When 1892-12
GROSS 5794 Owners Nippon Yusen Kaisha Port belonging to Tokyo
UNDER DECK 5352 Owners' Address _____
NET 3592 (if not already recorded in Appendix to Register Book)

Surveyed Afloat on 10-11-99 Name of Dock Royal Albert Destined Voyage Japan
WB=Cell DBor DBa feet; uE&B feet; f feet; f
total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Last Report, No. 302 Port Tokyo +100A1. Thurs 28/99
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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage. Temporary Repairs.
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 S 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, 5 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 inwards 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 any)								
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?								
Dblg. 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								
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 (on board)								
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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptdND98, &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. 27 £ : : Fees applied for, 30/10 18 99
Survey Fee (per Section 28) £ : : Received by me, Edward W. Tierney
Special Damage or Repair Fee (if any) £ 4 : 4 : 0
Travelling Expenses (if chargeable) £ 8 : 8 : 0
Second Surveyor's Fee (if any) £ 3 : 16 : 0
Committee's Minute FRI. 3 NOV 1899 FRI. 3 AUG 1900
Character assigned As now subject

White Own 203/11/99



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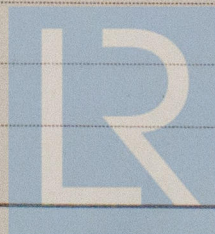
LON719-0458 1/2

s/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 black rivets were renewed and the caulking and riveting carefully overhauled and made good where necessary.

Edward H. Tierney.



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