

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th May 1941

When handed in at Local Office 29/5/41

Port of Kobe

DISCLOSED

BAY No.

No. in Reg. Book.

Survey held at

Kobe

Date, First Survey 16/5/41

Last Survey

16/5 1941

30851

on the ~~WAKAYAMA~~ Steel

TWIN SCREW STEAMER "RAKUYO MARU"

TONNAGE:-

Built at

Nagasaki

By whom

Mitsubishi Zosen Kaisha

When

1921

MONTH

5

SS 9419

Owners

Nippon Yusen Kaisha

Owners' Address

Ltd.

DER DK 8544

Managers

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

Port belonging to

Tokyo

5678

veyed Afloat or in Dry Dock?

Dry Dock Name of Dock Mitsubishi Dock

Destined Voyage

3=Cell/Dor/Da

feet; uE&B

feet; f

feet

ul capacity tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

st Report, No. 11707.

Port Kob.

Medical Surveys, when held, must be reported in detail and seriatim 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.

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

Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR INTERMEDIATE DOCKING, EQUIPMENT & SRL.

DONE:- Vessel placed in dry dock, bottom, stern frame, and rudder cleaned, examined, and and or now placed in good condition and recoated.

Plating in way of ash shoots examined and found in good condition.

It is stated that the starboard bower anchor was lost at "ANTO FAGASTA" on the 3/41 together with one end link of the first shackle, therefore the spare bower anchor is being ed. The spare bower anchor has been replaced as a spare and second hand bower anchor of correct size and weight has now been fitted on board on starboard side. For further details see table below. e certificate of lost anchor is returned herewith for cancellation. One length of chain cable, oken at one end link, has been sent for repairs and retest, and will be replaced on board on mpletion of repairs.

MARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

ENT CONDITION OF THE

ing of Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
ings	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Feet.)
s & Fastenings	Bulkheads	Engine Room Skylights	When put on, Month Year
le Plating	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
ooks	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
oms	(State which.)	Stoppers	Condition, how ascertained
se Frames	Rudder	Cargo Hatchways	(State if wedges removed)
udinals	Steering gear and its connections	Hatches	Sails
verses	Windlass	Planking of Wood Vessels	Equipment letter
ns	Have pumps now been examined and found efficient?	Caulking	dt
pers.	Have Sluice Valves now been examined and found efficient?	Treenails	Anchors, No. of
Bottom Plating	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	3B 1S 1K
	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches	Chain Locker
		Timbers of Frame at openings	Cables (State if now rung)
		Ditto Ditto at other places	No
		Stringers, Clamps & Shells	length 285 fms mean diam.
		Salting (State if examined.)	Rule length 300 fms size 2-8/16"
			Hawser & Warps
			Standing and 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel so far as now seen, is in good condition and eligible, in my opinion, to be continued without fresh record of survey, subject to 15 fathoms of chain cable being supplied at the first opportunity and indented plating (p.s.f.) being dealt with at Owners' convenience.

Survey Fee (per Section 29)	Yen	30.00	Fees applied for,
Special Damage or Repair Fee (if any)	X	-	20/5 1941
Travelling Expenses (if chargeable)	Yen	5.00	Received by me,
(Including P.T.S.)			19
Second Surveyor's Fee (if any)			

Committee's Minute

TUE. 26 AUG 1941

Character Assigned

TUE 2 JUN 1942

OMIT CLASS ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping.



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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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]