

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of Writing Report 28/7/1930 When handed in at Local Office 29.7.1930 Port of Kobe. 14 AUG 1930  
No. in Reg. Book 178378 Survey held at Osaka Date, First Survey and Last Survey 15/7/1930  
on the Wood, Iron or Steel SINGLE SCREW STEAMER "MEIKO MARU".  
TONNAGE— Built at Imabishima. By whom Osaka Iron Works, Ltd. When 1918 3/  
GROSS 4383 Owners Meiji Kaikan Kabushiki Kaisha. Owners' Address  
UNDER DE. 3692 Managers Port belonging to Yawumi.  
NET 2759

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock -- Destined Voyage  
WB=CellDBorDBa 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).

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.

Last Report, No. 1716 Port Nag.

(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 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY & PART S.S.No.3.

NOW DONE:— Decks, hatchways, and supports, vents and coamings, holds, tween deck spaces, crossbunkers and deep tank examined.

NOTE:— Due to holds, tween decks, and bunkers of this vessel being found badly corroded, and several longitudinal frames with their brackets being found thin and wasted, it was recommended that these parts be scaled so that a thorough examination could be made and the condition of vessel ascertained, but the owners stated that they could not undertake the expense of scaling and effecting repairs on account of the depressed freight market.

A letter from the owners confirming this is enclosed herewith together with the freeboard Certificate for cancellation.

I might add that this vessel is classed with the Teikoku Kaiji Kyokai and British Corporation.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Removed and Fair'd or Repaired ... ..								
Fair'd or Repaired in place ... ..								

## PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Breasthooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections	Planking of Wood Vessels	Anchors, No. of
Frames	Windlass	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	length (on board) size
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Hawser & Warps
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Standing and Running Rigging
Keelsons		Ditto ditto at other places ditto	
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		Salting (State if examined) ditto	

## General Observations, Opinion as to Class, Recommendation, &amp;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 and ptND24, &c."

It is recommended that the class of this vessel be expunged with a black line.

Survey Fee (per Section 29) Yen 150:00

Special Damage or Repair Fee (if any) --

Travelling Expenses (if chargeable) Yen 15:00

(Including Machinery).

Second Surveyor's Fee (if any) --

Committee's Minutes TUE. 19 AUG 1930

Character Assigned

write from Class with

Kbe

Fees applied for, 29/7/1930.

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

General Committee

Thursday 21st August, 1930

Classing Committee

session confirmed