

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5/2/31. When handed in at Local Office Feb 7th 1931. Port of Kobe. No. in Reg. Book 79739 on the Wood, Iron or Steel SINGLE SCREW STEAMER "NISSHIN MARU No. 3".

Survey held at Tama. Date, First Survey 8/1/31. Last Survey 21/1/1931. (No. of Visits Seven). Built at Newcastle. By whom Armstrong, Whitworth & Co. When 1904. GROSS 2705. Owners Katsuo Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book). UNDER DK 2516. Managers. Port belonging to Fuchu. NET 1660.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Tama dry 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.

at Report, No. 6805 Port Kob.

CHARACTER.	Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	12, 28		*LMC 1, 30 TS (CL) 1, 30
ssShl. No. 3-9, 17. ssKob. No. 2-25.			
Society's Freeboard (if assigned) as painted on Ship and now verified			

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the condition of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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 2nd. SPECIAL SURVEY No. 3. AND DAMAGE stated to have been caused by fouling anchor cable and colliding with S.S. "SHOBI MARU", on the 15th. March 1930, for other particulars see Kobe damage report dated, 26th. January 1930.

DONE:-Vessel placed in dry dock. Hull, bottom, rudder, stern frame, and stem cleaned, examined. Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine boiler space and coal bunkers, cleared for survey, ceiling lifted as required by rules, all fore and aft, and all steel work throughout all parts of the vessel carefully examined and recommended scaling and further examination.

Ash shoots, and plating under same examined and found in good condition.

Double Bottom tanks, under E & B and fore and after peak tanks examined internally, found now placed in good condition, all double bottom (except under Boilers) and fore and after peak tanks.

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								2 Bilge keel plates partly.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	One	One						

GENERAL CONDITION OF THE	Yes.	Partly	Good
See back of Report			
State if Tanks have been examined inside	Yes		Good
State if Tanks now tested	Yes		
Bulkheads	Good		
Ceiling	"		
Cement (State which.)	"		
Rudder	"		
Steering gear and its connections	"		
Windlass	"		
Have Pumps now been examined and found efficient?	Yes		
Have Sluice Valves now been examined and found efficient?	--		
Have Watertight Doors now been examined and found efficient?	Yes		
Have Ventilators and their Coamings been examined and found efficient?	Yes		
Dblg. Plates under Sounding Pipes			Good
Engine Room Skylights	"		
Coal Bunkers, Open'gs, Lids, &c.	"		
Scuppers	"		
Cargo Hatchways	"		
Hatches	"		
Planking of Wood Vessels	--		
Caulking ditto	--		
Treenails ditto	--		
Breasthooks & Stemson ditto	--		
Transoms, Pointers, & Crutches ditto	--		
Timbers of Frame at openings ditto	--		
Ditto ditto at other places ditto	--		
Stringers, Clamps & Shelves ditto	--		
Salting ditto	--		
Copper, or Y.M. of Wood Vessels (State if on felt). When put on, Month Year			--
Boats			Good
Masts, Yards, &c.			"
Condition, how ascertained (State if wedges removed)			From aloft Yes.
Sails			--
Equipment letter			U
Anchors, No. of			3B. 1B. 1K.
Cables (State if now ranged)			Yes
" length 270 fms. size 1-25/32"			(on board)
" Rule length 270 fms. size 1-15/16"			
Hawser & Warps			Good
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 and ptND24, &c."

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

Fee (per Section 20)	Yen 430:00	Fees applied for,	26/1/1931
Special Damage or Repair Fee (if any) (per Sec. 20)	Yen 100:00	Received by me,	
Travelling Expenses (if chargeable) (Including Machinery)	Yen 70:00		
Second Surveyor's Fee (if any)	£		

Surveyor, J. Aspin & H. Buchanan, Surveyor, Lloyd's Register of Shipping. General Committee, Thursday, 19th March, 1931. Classing Committee's decision confirmed.

Committee's Minute: Expunged class with a black line. Character Assigned: Write Opns to 1931. Call for 1931.

Is Certificate required? If so, to be sent to

W1243-0252 1/2

NOTED FOR POSTING 107 1931

tanks tested with a head of water as required by the rules, and found tight.
 Decks, casings, hatchways, hatches, fore and afters and web plates, vents with
 coamings, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes,
 windlass, steering engine, control gear, rods, chains, sheaves and hand gear, pumps,
 W.T. doors, scuppers, skylights, boats, masts (wedges removed), rigging (from aloft)
 anchors, chain cables (cables ranged) hawsers and warps and general equipment examined
 and partially repaired.

The shell plating was drilled, gauged and the thickness found as stated in the
 table below.

The thickness are in 20th of an inch

STRAKE.		AMIDSHIP				FORWARD.			
		Original Thickness	Thick-ness	Diminution	Original Thickness	Thick-ness	Diminution		
		Port	Std.	Port	Std.	Port	Std.	Port	Std.
Bridge Dk.		9	9	9		7	7	7	
Sheer strake	M	8	8	8		7	7	7	
Strake below	L	15	14	14	1	10	10	10	
Main Sheer Strake	K	13	10	10	3	9	9	8	
1st strake below	J	12	8	6.5	4	9	9	9	3
2nd "	H	11	9	8	2	9	8	8	1
3rd "	G	11	11.5	12	5	9	8	8	1
4th "	F	11 1/2	13	12.5		9	8	8	
5th "	E	11 1/2	13	12.5		9	8	8	
6th "	D	11 1/2	12	13		9	8.5	8.5	5
7th "	C	11				9	8.5	8.5	5

STRAKE.		AFT				REMARKS.
		Original Thickness	Thick-ness	Diminution	Original Thickness	
		Port	Std.	Port	Std.	
Bridge Dk.		7	7	7		
Sheer Strake	M	7	7	7		
Strake below	L	10	10	10		
Main Sheer strake	K	9	9	9		
1st. Sheer below	J	9	7.5	8	1.5	1
2nd "	H	9	8	8	1	1
3rd "	G	9	9	8.5		.5
4th "	F	9	13	13		R = One plate renewed.
5th "	E	9	9	14		R = Two plates renewed.
6th "	D	9	12	8		1
7th "	C	9	12	8		1

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested at Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.			
	1st Bower ...												
	2nd "												
	3rd "												
	Collective Weight.												
	Stream												
	Kedge.....												

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested at Superintendent.
	Length	Diam.	Statu-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
	Iron Stream Chain										
	or Steel Wire...										

The upper deck plating and stringers were also drilled and several of the worst
 deck plates were renewed or doubled but seven stringer plates which were wasted to 5
 and one at the break of Bridge wasted to 6 1/2/20 were recommended to be renewed or
 doubled but the Owners decided they could not effect these repairs on account of sho
 of funds. Repairs were also necessary to the Bridge deck stringer plates and tie pl
 which were wasted, *to several shell plates* but could not be effected for the same reason.

In view of this and on account of the general condition of the vessel a consul
 tion was held with the Owners' superintendent, at which it was decided not to proceed
 with the survey for maintenance of Class. (continued).

9a.

of Kobe.

Continuation of Report No. 7236 dated 5/2/31.

on the "NISSEIN MARU No. 3"

REPAIRS DUE TO WEAR AND TEAR:-

- 10 deck stringer plates renewed or doubled.
- One deck plate aft renewed.
- 3 frames in bridge space starboard side fitted with reverse bars.
- About 70% of boiler room bulkheads and casings renewed.
- 3 side girders at fore end of Port and Starboard engine tank part doubled.
- 3 shell plates at ford end of vessel renewed.
- 2 shell plates 6/20 thick at ford end of vessel doubled.
- Nos. 2 & 3 Hold bulkheads part doubled and stiffeners part renewed.

all buckles hold pillars removed fairs & refitted
4 ventilator coamings on weather deck part doubled

REPAIRS DUE TO DAMAGE:

Starboard Side.

- One bridge sheer strake plate faired in place.
- One B.A. frame on bridge side faired in place.
- Nos. 2 & 3 bilge keel plates cropped and part renewed.

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