

10 MAR 1931

No. 7236

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 Steel SINGLE SCREW STEAMER "NISSHIN MARU No. 3". Date, First Survey 8/1/31. Last Survey 21/1/1931. (No. of Visits Seven.)

TONNAGE— Built at Newcastle. By whom Armstrong, Whitworth & Co. When 1904 9
GROSS 2705
UNDER DECK 2516 Owners Katsuka Kisen Kabushiki Kaisha. Owners' Address
NET 1660 Managers Port belonging to Fuchu.Surveyed Afloat or in Dry Dock? Both Name of Dock Tama dry dock. Destined Voyage
WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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.

Report, No. 6805 Port Kobe

Medical 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 to the hull, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the machinery, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the cargo gear, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the deck, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the rigging, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the sails, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the masts, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the funnels, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the lifeboats, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs to the other fittings, if any, and, in detail, the nature and extent of Examinations and subsequent repairs.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined the vessel 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 in good condition, all double bottom (except under Boilers) and fore and after peak tanks.

STATE 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

See back of Report

See back of Report	Yes. Partly. Good	Good
State if Tanks have been examined inside	Yes	Good
State if Tanks now tested	Yes	Good
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?	Yes	
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 & Stems 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 feet). 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. 1S. 1K.	
Cables (State if now ranged)	Yes	
length 270 fms. size 1-25/32"		
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

Special Damage or Repair Fee (if any) Yen 100:00

Travelling Expenses (if chargeable) Yen 70:00

(Including Machinery).

Second Surveyor's Fee (if any) £

Fees applied for,

26/1/1931.

Received by me,

19

WED. 8 APR 1931

Committee's Minute

Character Assigned

FRI. 13 MAR 1931

Expunged class with a black line

Write Apr 1931

Cable & Warps

Surveyor to Lloyd's Register of Shipping.
General Committee
Thursday, 19th March, 1931Classing Committee's
decision confirmed

NOTED FOR POSTING

APR 1931

W1243-0252 1/2

tanks tested with a head of water as required by the Rules.

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.

and the thickness found as stated in the

		AMIDSHIP						FORWARD					
		Original Thickness			Diminution by Drilling if any.			Original Thickness			Diminution by Drilling if any.		
STRAKE.		Thick-ness	Port.	Std.	Port.	Std.	Thick-ness	Port.	Std.	Port.	Std.		
Bridge Dk.	M	9	9	9			7	7	7				
Sheer strake	M	8	8	8			7	7	7				
Strake below	L				1	1	10	10	10				
Main Sheer Strake	K	15	14	14	3	3	9	9	8				
1st strake below	J	13	10	10	4	5.5	9	9	9				
2nd "	H	12	8	6.5	2	3	9	6*	6*	3	3		
3rd "	G	11	9	8			9	8	8	1	1		
4th "	F	12 3/4	11.5	12	5		9	8	9				
5th "	E	11 1/2	13	12.5			9	R	R				
6th "	D	12 1/3	12	13			9	R	R				
7th "	C	11					9	8.5	8.5	5	5		

7th. "		AFT						REMARKS.
Bridge Dk.								
Sheer Strake	M	7	7	7				
Strake below	L	7	7	7				
Main Sheer Strake	K	10	10	10				
1st. Sheer below	J	9	9	9				
2nd. "	H	9	7.5	8	1.5	1		* 6/20 plates have been doubled
3rd. "	G	9	8	8	1	1		
4th. "	F	9	9	8.5		.5		R' = One plate renewed.
5th. "	E	9	13	13				R" = Two plates renewed.
6th. "	D	9	9	14				
7th. "	C	9	12	8		1		

ANCHORS.

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

Copying, 2000.

* This is to be used for 1st, 2nd, or 3rd bower.

If Patent state name of Patent.

CHAIN CABLES.

[illegible]

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

(continued).

on the "NISSHIN MARU No.3".

4 ventilator coverings on weather deck part doubled

Nos. 2 & 3 bilge keel plates cropped and part renewed.