

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/9/1937 When handed in at Local Office

Port of HAKODATE.

No. in
Reg. Book.

Survey held at MURORAN

Date, First Survey 26/8/37 Last Survey 14/9/1937.

24571 on the ~~Steel~~ Steel Screw Steamer "ESSEX MANOR"

(No. of Visits Four)

TONNAGE—

GROSS 4994

UNDER DK. 4629

NET 3095

Built at Sunderland

Owners Essex S.S. Co. Ltd.

Managers Meldrum & Lumsden

By whom W. Doxford & Sons, Ltd.

Owners' Address

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

Port belonging to London.

When 1930 - 3

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.N.B.—All alterations in the existing records should be marked.

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. 94886 Port hwc

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

CHARACTER.
for Special Survey.
Date of last survey and of
Periodical Surveys.

3

Machinery and Boiler
surveys
(including date of N.B., if any).100A1 4-36-8.3
with freeboard
ss Shl. No. 1-34,IMC 8,34
BS 1,36-3.3
TS (CL) 7,34

(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

Society's Freeboard (if assigned) as
painted on Ship and now verified

Temporary

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damages stated to have been caused by stranding on off Erimo-Zaki, Hokkaido, on 1st August, 1937, whilst making for the port of Muroran for bunkering on a voyage from Longview to Shanghai. Salvage boat arrived on 14th August, and the vessel was refloated on 19th August, and arrived at Muroran in tow on 22nd August, 1937.

Now done:- The vessel examined afloat in Muroran harbour, and it was found that the holds, machinery space, shaft tunnel, aft peak & fore peak etc. all to flooded and the vessel floating on her timber cargo. In this condition the draught was 33 feet mean.

It was recommended that the water in fore and aft peaks, shaft tunnel, machinery space be pumped out and make tight so as to lighten the vessel.

Upon examination found that the water in machinery space and fore & aft peaks have been pumped out.

The bulkheads in peaks & machinery space shored to prevent buckling. All ventilator coamings

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames.

Floors and
Bracket Floors

Beams.

Inner Bottom
Plates.

Dk. Plates.

Other Items:—

(P.T.O.)

Renewed

Removed and Paired or Repaired

Paired or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

in way of sidelights

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

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?

Have Ventilators and their Coamings been examined

and found efficient?

Air and Sounding Pipes

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Plating of Wood Vessels

Caulking

Treenails

Breasthooks & Stemson

Transoms Pointers, & Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps & Shells

Salting

(state if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt).

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

length mean diam.

(on board)

Rule length size

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 and ptn24, &c."

This vessel in my opinion is eligible to remain as classed, subject to further examination in dry dock and permant repairs being effected at Yokohama, whither she is now proceeding in tow.

Survey Fee (per Section 20)

Fees applied for,

Special Damage or Repair Fee (if any)

Y 200.00

19

Travelling Expenses (if chargeable)

Y 84.20

Received by me,

Second Surveyor's Fee (if any)

E

19

Committee's Minute

FRI 14 JAN 1938

Character Assigned

Deferred

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

At this condition the draught was 27'-0" forward and 30'-0" aft.

A diver report was issued by the Nippon Salvage Co. Ltd, on the 30th August, 1937,
as follows:-

A-strake.

From machinery space fore bulkhead to stem. Bottom on both sides, keel to G-strake badly set up. F.No.88-111, on p-side, B.C.D.E.F. & G-strakes badly set up and fractured at F.No.93-108, the maxm width about 7 feet, projecting outward about 5 feet. F.No.110-148, on p-side, B.C & D-strakes badly indented and fractured in several parts, 1-5 feet in length and $\frac{3}{8}$ "-9" in width. F.No.86-145, on s-side, C.D.E & F-strakes badly indented and at F.No.120-137, D strake fractured and at F.No.123-139, between C & D strakes fractured. F.No.123-140, keel plate badly indented and at F.No.126-138, fractured average width about 2 feet, at F.No.145-157, on p-side, A.B.&C strakes badly indented and at F.No.146-156 fractured about 3 feet, Collision bulkhead bottom to lower part of stem keel plate set up 3 feet and twisted about 2 feet to s-side. Collisition bulkhead bulged and cracked from keel to B-strake on p-side.

ANCHORS.

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

CHAIN CABLES.

No damage report required at this time.