

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18/6/37 When handed in at Local Office 18-6-37 Port of Kobe.  
 No. in Survey held at Tama. Date, First Survey 1/6/37. Last Survey 10/6/1937.  
 Reg. Book. (No. of Visits Two.)

71448 on the ~~Woodstock~~ Steel S/S "BELFAST MARU".  
 TONNAGE: Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1922 YEAR. MONTH. 5  
 GROSS 6586 Owners Kawasaki Kisen Kabushiki Kaisha. Owners' Address  
 UNDER DK. 6157 Managers (if not already recorded in Appendix to Register Book).  
 NET 4038 Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage  
 WB=Cell DBor DBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 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. 9907 Port Kob

(Periodical Surveys, when held, must be reported in detail and serialim 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. —

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

| CHARACTER.<br>* for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>Assigned<br>now<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|--|--------------------------------------|--|
| *100A1 5.36  |                                      | *LMC 5.36  |
| Awning dk  |                                      | TS(OG) 4.36  |
| with freeboard.  |                                      |  |
| Fitted for oil fuel 6.22   |                                      |  |
| F.P. above 150° F.   |                                      |  |
| ssKob.No.3-4.35.   |                                      |  |
| Society's Freeboard (if assigned) as<br>painted on Ship and now verified                 |                                      | — ft. — ins.   |

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY

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

Decks, hatchways, hatches and supports, vents and coamings and general equipment generally examined and found in good condition.

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

Windlass, steering engine and its connections examined externally and found good.

Cables ranged.

S.R.L.:- Sole piece of stern frame specially examined and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Shell plate F.1 (stem plate) renewed on port and starboard sides on account of wear. (P.T.O.)

| SUMMARY OF DAMAGE REPAIRS:-    | Shell Plates. | Frames. | E. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:- |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed                        |               |         |            |         |        |              |             |               |
| Removed and Paired or Repaired |               |         |            |         |        |              |             |               |
| Paired or Repaired in place    |               |         |            |         |        |              |             |               |

PRESENT CONDITION OF THE

|                                    |   |   |  |
|------------------------------------|---|---|--|
| Decks <u>Good</u>                  | State if Tanks have been examined inside <u>--</u>                                | Air and Sounding Pipes <u>--</u>              | Copper, or Y.M. of Wood Vessels <u>--</u>                          |
| Caulking of Decks <u>"</u>         | State if Tanks now tested <u>--</u>   | Dblng. Plates under Sounding Pipes <u>--</u>  | (State if on Felt).<br>When put on, Month <u>--</u> Year <u>--</u> |
| Coamings <u>"</u>                  | Bulkheads <u>--</u>   | Engine Room Skylights <u>Good</u>             | Boats <u>Good</u>  |
| Beams & Fastenings <u>--</u>       | Ceiling <u>--</u>   | Coal Bunkers, Open'gs, Lids, &c. <u>--</u>    | Masts, Yards, &c. <u>"</u>   |
| Outside Plating <u>Good</u>        | Cement or Asphalt <u>--</u>   | Oil Bunkers <u>--</u>                         | Condition, how ascertained <u>From deck.</u>                       |
| " " in way of sidelights <u>--</u> | Rudder <u>Good</u>  | Scuppers <u>--</u>                            | (State if wedges removed) <u>--</u>                                |
| Breasthooks <u>--</u>              | Steering gear and its connections <u>"</u>  | Cargo Hatchways <u>Good</u>                   | Sails <u>--</u>  |
| Transoms <u>--</u>                 | Windlass <u>"</u>   | Hatches <u>"</u>                              | Equipment letter <u>2</u>  |
| Frames <u>--</u>                   | Have pumps now been examined and found efficient? <u>--</u>                       | Planking of Wood Vessels <u>--</u>            | Anchors, No. of <u>3B. 1S. 1K.</u>                                 |
| Reverse Frames <u>--</u>           | Have Sluice Valves now been examined and found efficient? <u>--</u>               | Caulking ditto <u>--</u>                      | Chain Locker <u>--</u>   |
| Longitudinals <u>--</u>            | Have Watertight Doors now been examined and found efficient? <u>--</u>            | Treenails ditto <u>--</u>                     | Cables (State if now ranged) <u>Yes</u>                            |
| Transverses <u>--</u>              | Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u> | Breasthooks & Stemson ditto <u>--</u>         | " length <u>270 fms.</u> mean diamr. <u>2 1/8"</u>                 |
| Floors <u>--</u>                   |   | Transoms Pointers, & Crutches ditto <u>--</u> | " Rule length <u>270 fms.</u> size <u>2 1/4"</u>                   |
| Keelsons <u>--</u>                 |   | Timbers of Frame at openings ditto <u>--</u>  | Hawser & Warps <u>--</u>   |
| Stringers <u>--</u>                |   | Ditto Ditto at other places ditto <u>--</u>   | Standing and Running Rigging <u>--</u>                             |
| Inner Bottom Plating <u>--</u>     |   | Stringers, Clamps & Shells ditto <u>--</u>    |  |
|                                    |   | Salting ditto <u>--</u>                       |  |
|                                    |   | (State if examined.)                          |  |

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."

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 6.37, subject to sole piece of stern frame (E.W. re-welded and re-inforced 4.35) being specially examined at next docking.

Survey Fee (per Section 29) Yen 115:00  
 Special Damage or Repair Fee (if any) —  
 Travelling Expenses (if chargeable) Yen 27:00  
 (Including Machinery).  
 Second Surveyor's Fee (if any) —

Fees applied for, 18/6/37  
 Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 23 JUL 1937

Character Assigned 100 A1 Subject  
Avon dk. with fbd  
+ Ainc 6.37 fitted for oil fuel &c



afterwards tested and found tight.

About 30 bottom rivets caulked in way of No.1 double bottom tank.

Rudder (~~centre~~ <sup>main line</sup> rudder):- Rudder casings found cracked and renewed.

Stream line plates on stern frame electrically welded where cracked.

Other minor repairs effected.

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.

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

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.