

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 ~~Woodcock~~ 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=CellDBorDBa feet; uE&B feet; f feet 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.

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. —

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to the vessel.	Machinery and Boiler Surveys (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 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.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired 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 (State if on Felt). When put on, Month <u>--</u> Year <u>--</u>
Gaulking of Decks <u>"</u>	State if Tanks now tested <u>--</u>	Dbng. Plates under Sounding Pipes <u>--</u>	Boats <u>Good</u>
Coamings <u>"</u>	Bulkheads <u>--</u>	Engine Room Skylights <u>Good</u>	Masts, Yards, &c. <u>"</u>
Beams & Fastenings <u>--</u>	Ceiling <u>--</u>	Coal Bunkers, Open'gs, Lids, &c. <u>--</u>	Condition, how ascertained <u>From deck.</u>
Outside Plating <u>Good</u>	Cement or Asphalt (state which.) <u>Good</u>	Oil Bunkers <u>--</u>	(State if wedges removed) <u>--</u>
" " in way of sidelights <u>--</u>	Rudder <u>"</u>	Scuppers <u>--</u>	Sails <u>--</u>
Breasthooks <u>--</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Equipment letter <u>2</u>
Transoms <u>--</u>	Windlass <u>"</u>	Hatches <u>"</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Frames <u>--</u>	Have pumps now been examined and found efficient? <u>--</u>	Planking of Wood Vessels <u>--</u>	Chain Locker <u>--</u>
Reverse Frames <u>--</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	Caulking ditto <u>--</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>--</u>	Have Watertight Doors now been examined and found efficient? <u>--</u>	Treenails ditto <u>--</u>	" length <u>270 fms.</u> mean diam. <u>2 1/8"</u>
Transverses <u>--</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemon ditto <u>--</u>	" Rule length <u>270 fms.</u> size <u>2 1/2"</u>
Floors <u>--</u>		Transoms Pointers, & Crutches ditto <u>--</u>	Hawser & Warps <u>--</u>
Keelsons <u>--</u>		Timbers of Frame at openings ditto <u>--</u>	Standing and Running Rigging <u>--</u>
Stringers <u>--</u>		Ditto Ditto at other places ditto <u>--</u>	
Inner Bottom Plating <u>--</u>		Stringers, Clamps & Shells ditto <u>--</u>	
		Salting (State if examined.) ditto <u>--</u>	

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 plnd24, &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) <u>Yen 115:00</u>	Fees applied for, <u>18/6/37</u>
Special Damage or Repair Fee (if any) <u>—</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) <u>Yen 27:00</u>	
(Including Machinery).	
Second Surveyor's Fee (if any) <u>—</u>	

Committee's Minute

FRI 23 JUL 1937

Character Assigned 100 A1 Subject
Awon dk with fhd
+ Ainc 637 fitted for oil fuel &c

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

afterwards tested and found tight.

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

Rudder (~~center~~ ^{stream line plates} rudder):- Rudder ~~casings~~ found cracked and renewed.

Stream line plates on stern frame electrically welded where cracked.

Other minor repairs effected.

M.H.

N.B.—If this Report is copied by Copying Press, special 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.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	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 and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain or Steel Wire....											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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