

16 MAR 1934

REPORT of SURVEY for REPAIRS, &c.

No. 4874

Date of writing Report Jan 31st 1934 When handed in at Local Office

Port of Dairen

No. in Reg. Book.

Survey held at Dairen

Date, First Survey Jan. 28thLast Survey Jan. 31st 1934

28634 on the Wood, Iron or Steel

Screw Steamer 'Kako Maru'

TONNAGE—

Built at Kobe

GROSS 6571

UNDER DECK 6157

NET 4003

Owners Nippon Yusen K. K.

Managers

By whom Kawasaki Dockyard Co. Ltd.

Owners' Address

Kai-riku Unso K.K. Port belonging to Tokyo

YEAR

MONTH

When 1921

5

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage America

WB=Cell DBor DBa 342 feet; ~~U&B DTS~~ 50 feet; ~~1254 tons~~ total capacity 1234 tons. FPT 104 tons; APT 36 tons; ~~MT 235 feet 807 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. 8486 Port Kob

(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 summarized 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Tank condition:—On the vessel's arrival the Port & Starboard After Deep Tanks were filled and tested by head of water to upper deck, tank top, bulkheads, thrust recess, tunnels and fittings examined, caulked as required and passed tight. After the water had been discharged the tanks were examined internally and found to require scraping, wire brushing, sweeping up, wiping over, touching up in place, washing out with Bean Oil and finally wiped over with clean waste. The double bottom tanks under the deep tanks were filled and tested by same head, examined and passed tight. After several visits the tanks having been cleaned as recommended by me were passed fit to load in good condition.

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	State if Tanks have been examined inside	Dbleg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Fell). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Breasthooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections	Planking of Wood Vessels	Anchors, No. of
Frames	Windlass	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have Pumps been examined and found eff.	Transoms ditto	„ length (on board) size
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	„ Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Hawser & Warps
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Standing and Running Rigging
Keelsons		Ditto Ditto at other places ditto	
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		Salting ditto (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 where seen in good condition and eligible in my opinion to remain as now classed 100A1 without fresh record of Survey.

Survey Fee (per Section 29) Sunday Feb 24 10⁰⁰Special Damage or Repair Fee (if any) 64/180⁰⁰Travelling Expenses (if chargeable) 64/10⁰⁰

Second Surveyor's Fee (if any) £

Fees applied for,

31-1-1934

Received by me,

31-1-1934

Surveyor to Lloyd's Register of Shipping

Committee's Minute

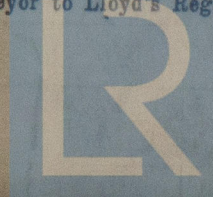
TUE. 27 MAR 1934

TUE. 9 APR 1935

Character Assigned

arrow

subject



Lloyd's Register Foundation

W6840234