Rpt. 8.

(Received at London Office 27 SEP 1954) No. 2331

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report ..... 19 ..... When handed in at Local Office SEP. 11. 1954 19 ..... Port of KOBE

No. in Reg. Book 30030 8087 Survey held at Kobe Date, First Survey 2nd September Last Survey 5th September, 19 54 (No. of Visits 3)

on the ~~Wood, Iron~~ or Steel M.V. "TOKYO MARU"

TONNAGE :— GROSS 6574 UNDER DK. 5706 NET 3766

Built at Yokohama By whom Higashi Nippon Jukogyo K.K. When YEAR. 1952 MONTH 2mo

Owners Tokyo Sempaku K.K. Owners' Address – (If not already recorded in Appendix to Register Book).

Managers – Port belonging to Tokyo

Surveyed Afloat or in Dry Dock ? ..... Name of Dock ..... Destined Voyage .....

CellDBorDBa ..... feet ; uE&B ..... feet ; f ..... feet

total capacity ..... tons. FPT ..... tons ; APT ..... tons ; MT ..... feet ..... tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1264 Port Yka

Periodical Surveys, when held must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 ~~3,53~~ 2,54.	+LMC 2,52
	DBS 3,53
	✓ CL
	P & elec welded

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 ..... OIL ENGINES CONTINUOUS SURVEY.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Damages stated caused (a) through vessel ranging along side the Pier at Shimizu, Japan during typhoon on the 18th August, 1954 and (b) by striking the Pier wall at Kawasaki Harbour, Japan on the 28th August, 1954 and Drydocking. R.M.C.(ED.)

Now Done:- Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. The decks, casings, hatchways, ventilators and closing appliances, steering gear, windlass & equipment generally examined & found in good & efficient condition.

Damage:- (a) Shell plates numbered from Aft. Portside damage in way of No.3 & 4 hold & Engine Room. H7, H9, H11, G8, G9, F7, F9 & F11 faired in place. G7 & G11 cropped, removed, faired, & refitted. Main frames (F56) cropped, removed, faired, & refitted and (F105) faired in place. Tween deck beam (F56) cropped, removed, faired, & refitted beam knee removed, faired & refitted. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates. (a)	Shell Plates. (b)	Frames. (a)	Frames. (b)	R. Frames.	Floors and Bracket Floors.	Beams. (a)	Beams. (b)	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed											
CROPPED. Removed and Faired ~~or Repaired~~	2		1	1			1				
Faired or Repaired in place ..	8	4	1								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Not Exd.	Engine Room Skylights	Good
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	–
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Not Exd.
Beams & Fastenings	Not Exd.	Rudder	Good	Scuppers	"
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	Good
" " in way of sidelights	Not Exd.	Windlass	"	Hatches	"
Frames	"	Have pumps been examined and found efficient ?	Not Exd.	Planking	
Reverse Frames	"	Have Sluice Valves been examined and found efficient ?	Not Exd.	Caulking	
Longitudinals	–	Have Watertight Doors been examined and found efficient ?	–	Treenails	
Transverses	–	Have Ventilators and their Coamings been examined and found efficient ?	Yes	Breasthooks & Stemson	
Floors	Not Exd.	Air and Sounding Pipes	Not Exd.	Transoms, Pointers & Crutches	
Keelsons	–	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	
Stringers	Not Exd.			" " at other places	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	
Have the Tanks been examined internally ?	No			Salting (State if examined)	
Have the Tanks been tested ?	No				

Copper, or Y.M. (State if on Felt.)	
When fitted, ~~Month~~ Year	
Boats	Good
Masts, Yards, &c.	"
Condition, how ascertained (State if wedges removed.)	grom deck
Equipment letter	A^+ (2")
Anchors, No. of	3B 1S
Cables (State if now ranged)	Yes
" length (on board.) 270 mean diamr.	2"
" Rule length 270 size	2"
Chain Locker	Not Exd.
Hawsers & Warps	Sufficient
Standing and Running Rigging	Efficient
Sails	–

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 classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of *ss No.* 1-38."

This vessel, so far as now seen, is in good & efficient condition & is eligible in my opinion to remain as now classed without fresh record of Survey & with fresh record of drydocking 9,54 subject to the stern frame (E.W. 9/53 & 9/54), Nos. 1,2, & 3 keel plates (pitted) from ford and set up bottom shell plating in way of machinery space and No.3 hold (p.s. A7,A8 & C11, ss. A7,A8, B8,B9 & C10) being specially examined at the next drydocking.

Survey Fee (per Section 23)	Neg.	£15,000
Special Damage or Repair Fee (if any) (per Sec. 23)	£	20,000
Travelling Expenses (if chargeable)	£	1,000
Special Attend. Fees		8,000
Second Surveyor's Fee (if any)	£	

Fees applied for, SEP 11 1954 19 ..... Received by me, ... 19 .....

K. Uhayama
Surveyor to Lloyd's Register of Shipping.

Committee's Minute WEDNESDAY 13 OCT 1954

Character Assigned 9.54 Kob. subject

Is Certificate required ? If so, to be sent to

30 SEP 1954

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010089-010095-0193

(b) Starb'd side damage in way of No.3 hold.

F10, F11, J10 & J11 faired in place.

Main frame (F106) cropped, removed, faired, & refitted.

Wear & Tear Repairs:- Minor repairs effected.

Stern Frame:- Small fracture found on s.s. on fore part of sole piece. Veed out, Preheated, welded & cooled slowly.

S. R. L. :- Specially examined

Stern frame (E.W. 9/53);

Nos. 1,2, & 3 keel plate (pitted) from for'd; set up bottom shell plating in way of machinery space & No.3 hold (P.S. A7, A8 & C11, s.s. A7, A8, B8, B9 & C10)

and found all efficient meantime and recommended special examination at the next drydocking.

Interim Certificate No.B-20427 issued copy attached hereto.

Machinery:- The propeller, sternbush and sea connection fastenings examined and found satisfactory. The wear down of the sternbush was 2.60mm.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	Weight Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. If Patent, state name of Patentee.	Makers. If Stockless, state Mechanical Test.	Where and when tested and Superintendent.
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire											

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