

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th Jan. 1941 When handed in at Local Office *[illegible]* Port of Kobe.
 No. in Reg. Book 80820 Survey held at Osaka Date, First Survey 7/1. and Last Survey 1941.
 on the Wood, Iron or Steel S/S "ORIDONO MARU"

Age: 5278 Built at Kobe. By whom Mitsubishi Zosen Kaisha, K. When 1917. MONTH 12
 No. 4851 Owners Tatuma Kisen K.K. Owners' Address [illegible]
 No. 3284 Managers [illegible] Port belonging to Nishinomiya.

Keel Affloat or in Dry Dock? Afloat Name of Dock [illegible] Destined Voyage [illegible]
 Cell/D/Bor/D/Ba [illegible] feet; u/E&B [illegible] feet [illegible] feet
 Capacity [illegible] tons; FPT [illegible] tons; APT [illegible] tons; MT [illegible] tons.
 N.B. All alterations in the existing records should be underlined.

Report, No. 1194 Port Kob

CHARACTER.	Years Allowed	Machinery and Boiler
<input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys.	expired.	Survey (including date of N.B., in any).
*100 A1	7.39	*LMC 7.39
		TS 7.39
Fitted for oil fuel	4.23 F.P.	
above 150° F.		
ss Kob No. 3-10-39		
ss Kob No. 2 - 37		
Society's Freeboard (if assigned) as painted on Ship and now verified		

Special 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 relating to this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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?

INSURANCE, OR EXAMINATION AS PER RULE, FOR

EQUIPMENT.

DONE:- The undersigned proceeded on board for the purpose of examining the anchors, chain plates, windlass and other mooring gear, prior to the vessel's departure for Christmas Island to discharge cargo.

The port and starboard bower anchors, the spare bower anchor and the stream and kedger anchors were examined, found in good condition and in accordance with the Society's requirements.

The vessel is equipped 270 fathoms of 2-4/16" stud link chain cable in accordance with the Society's requirements, 135 fathoms in each hawse pipe. This chain cable was examined and hawsers and warps were also found to be in satisfactory condition.

(P.T.O.)

DESCRIPTION OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Dblg. Plates under Sounding Pipes	(State if on Hull.) When put on, Month Year
Bulkheads	Bulkheads	Engine Room Skylights	Boats
Fastenings	Coatings	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Plating	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained.
in way of sidelights	Budder	Scuppers	(State if wedges removed)
Stowage	Steering gear and its connections	Dargo Hatchways	Sails
Windlass	Windlass	Hatches	Equipment letter
Have pumps now been examined and found efficient?		Planking of Wood Vessels	Anchor, No. of
Have Sluice Valves now been examined and found efficient?		Caulking	Chain Locker
Have Watertight Doors now been examined and found efficient?		Treenails	Cables (State if now ranged)
Have Ventilators and their Coamings been examined and found efficient?		Breasthooks & Stemson	length mean diamr. (on board)
Bottom Plating		Transoms Pointers, & Crutches ditto	Rule length size
		Timbers of Frame at openings ditto	Hawser & Warps
		Ditto Ditto at other places ditto	Standing and Running Rigging
		Stringers, Clamps & Shells ditto	
		Salting (State if examined.) ditto	

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.

For the information of the Committee.

Survey Fee (per Section 29)	Yen 75:00	Fees applied for, 7/1, 19. 41.
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19.
Travelling Expenses (if chargeable)	Yen 7:00	
Second Surveyor's Fee (if any)	£	

MAR 14 MAR 1941

Committee's Minute

Character Assigned

Withdraw class & insert (...) *[illegible]*

X. Takemura
 Surveyor to Lloyd's Register of Shipping.

Friday 21st March 1941
 Committee's decision confirmed

Lloyd's Register Foundation

The steam driven windlass was examined under working condition while the port and starboard cables were being hove in, both seperately and simultaneously, and found to be in satisfactory working condition. The cable lifters, brakes, and stoppers were examined and found in good order.

The steam mooring winch on poop deck with its warping ends was examined and found in good order.

As a result of the foregoing examination the undersigned is of opinion that the anchors, chain cables, windlass, and other mooring gear, are now in satisfactory working order and condition.

REPAIR:- A new spare bower anchor was put on board at this time and please see the particulars as below. *K.P.*

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 THIS 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.			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.			
47399	1st Bower ...	49	2	14	--	--	--	42	2	3	7	63	3	Stockless	Hingley & Netherton, Sons Ltd.	25/6/1902. H.N.Spence.
	2nd "											63	3			
	3rd "											54	2			
	Collective Weight.											182				
	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... }											



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