

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th Jan. 1941 When handed in at Local Office 10/1/41 Port of Kobe.
No. in Reg. Book 80820 Survey held at Osaka Date, First Survey and Last Survey 7/1. 1941.
on the ~~Wood Iron or Steel~~ S/S "ORIDONO MARU"

NAME: Built at Kobe. By whom Mitsubishi Zosen Kaisha, K. When 1917, 12
S 5278 Owners Tatuuma Kisen K.K. Owners' Address
ER DK 4851 Managers (if not already recorded in Appendix to Register Book).
3284 Port belonging to Nishinomiya.

Keel Affloat or in Dry Dock? Affloat Name of Dock Destined Voyage
= Cell DBor DBa feet; uE&B feet
Capacity tons. FPT tons; APT tons; MT feet tons.
P.B. All alterations in the existing records should be underlined.

Report, No. 11194 Port Kobe

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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 meeting this case.

Where 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?

REPAIRS, 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 load 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 (State if on Hull.)
State if Tanks now tested	Dblng. Plates under Sounding Pipes	When put on, Month Year
Bulkheads	Engine Room Skylights	Boats
Coaming	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained
Bulldozing	Scuppers	(State if wedges removed)
Steering gear and its connections	Dargo Hatchways	Sails
Windlass	Hatches	Equipment letter
Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, 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)
	Transoms Pointers, & Crutches	Rule length size
	Timbers of Frame at openings	Hawser & Warps
	Ditto Ditto at other places	Standing and Running Rigging
	Stringers, Clamps & Shells	
	Salting (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.

For the information of the Committee.

Survey Fee (per Section 29) Yen 75:00

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) Yen 7:00

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for,

7/1. 19. 41.

Received by me,

19.

Surveyor to Lloyd's Register of Shipping.

Friday 21st March 1941

Committee's decision confirmed

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. 2.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]