

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th Sept. 41 When handed in at Local Office 8th Sept. 41 Port of Kobe
No. in Survey held at Innoshima Date, First Survey 20/8/41 Last Survey 30/8 1941
Reg. Book. 71145 on the ~~WOODKILBY~~ Steel "BRAZIL MARU" (No. of Visits 3)

TONNAGE:-

Built at

Kobe

By whom Kawasaki Dockyard Co. Ltd.

When

1919

MONTH.

6

GROSS 5860

Owners Ono Shoji Gomei Kaisha

Owners' Address

(if not already recorded in Appendix to Register Book.)

UNDER DEK. 5586

Managers Taiyo Kaimu K. K.

Port belonging to Hityu

NET 4260

Surveyed Afloat or in Dry Dock? Both

Name of Dock Innoshima Dock

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FTT

tons; APT

tons; MT

feet

tons.

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

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.Years
Assessed
how
often
examined.Machinery and Boiler
Surveys
(including date of N.B., in any).*100A1 Awng.dk.
with freeboard
6,40.*LMC 6,40
TS(OG) 6,40

ssKob.No.3-4,34

ssKob.No.1-38

Society's Freeboard (if assigned) as
painted on Ship and now verified } ft. ins.

Last Report, No. 11542. Port Kob.

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.

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 CONDITION SURVEY, SRL and DAMAGE stated to have been caused by the vessel being struck by steel lighters on the 28th June and 1st July 1941 during heavy weather whilst lying at a port (not named). Damage report not required.

WORK DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, windlass and steering gear and equipment generally examined and found or now placed in good condition.

Plating in way of ash shoots examined and found in good condition.

E. R. L.:- Electric welding repairs to stern frame specially examined and found in good and efficient condition. The name of this vessel regarding the above item, in my opinion, might be removed from Special Reason List. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and
Bracket Floors

Beams.

Inner Bottom
Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Paired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks "

Paintings "

Rings & Fastenings "

Outside Plating As rpt. "

" " in way of sidelights --

Breasthooks --

Transoms --

Frames --

Reverse Frames --

Longitudinals --

Transverses --

Floors --

Keelsons --

Stringers --

Inner Bottom Plating --

State if Tanks have been examined inside --

State if Tanks now tested --

Bulkheads --

Ceiling --

Cement or Asphalt (State which.) --

Rudder Good

Steering gear and its connections "

Windlass "

Have pumps now been examined and found efficient? --

Have Sluice Valves now been examined and found efficient? --

Have Watertight Doors now been examined and found efficient? --

Have Ventilators and their Coamings been examined and found efficient? Good

Air and Sounding Pipes --

Dblg. Plates under Sounding Pipes --

Engine Room Skylights Good

Coal Bunkers, Open'gs, Lids, &c. --

Oil Bunkers --

Scuppers --

Cargo Hatchways Good

Hatches "

Planking of Wood Vessels --

Caulking ditto --

Treehails ditto --

Breasthooks & Stemson ditto --

Transoms Pointers, & Crutches ditto --

Timbers of Frame at openings ditto --

Ditto Ditto at other places ditto --

Stringers, Clamps & Shells ditto --

Salting ditto -- (State if examined.)

Copper, or Y.M. of Wood Vessels --

(State if on Felt.)

When put on, Month -- Year --

Boats Good

Masts, Yards, &c. --

Condition, how ascertained From deck.

(State if wedges removed)

Sails --

Equipment letter --

Anchors, No. of 3B. 1S. 1K.

Chain Locker --

Cables (State if now ranged) --

" length (on board) 270 fms. 2-3/16"

" Rule length. 270 fms. 2-3/16"

Hawser & Warps --

Standing and Running Rigging --

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.

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 8,41 subject to indented shell plating (Port and Starboard) being repaired at the Owners' convenience.

Survey Fee (per Section 20) Yen 115.00

Special Damage or Repair Fee (if any) (per Sec. 20)

Travelling Expenses (if chargeable) Yen 132.00

(Incl. Mach.)

Second Surveyor's Fee (if any)

Fees applied for,

30/8 1941

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

2.

FRI. 19 DEC 1941

TUE. 5 MAY 1942

OMIT CLASS
ON RE-PRINT.Lloyd's Register
Foundation

006819-006830-0005

REPAIRS DUE TO DAMAGE:-

Shell Plates (numbered from aft end)

On Port Side:- 3 plates "G-10 and 14" and "H-15", indented - to be removed, faired and refitted.

3 plates "G-11, 12 and 13" slightly indented - to be faired in place.

On Starboard Side:- 5 plates "F-15", "G-14 and 15" and "H-5 and 6", indented -
to be removed, faired and refitted.

REPAIRS DUE TO WEAR AND TEAR:-

No.4 shell plate (from stem), starboard side, in 4th strake below upper deck
sheer - renewed.

Nos. 2 & 3 shell plates (from stem), starboard side, in 5th strake below upper deck sheer - part doubled.

Rudder stream line plates on both sides, lower parts fractured and buckled - parts renewed by riveting or electric welding as necessary.

Other minor repairs carried out.

It was not convenient to examine internally in way of damage and recommended that the damaged parts be further examined internally when all removals have been effected for access.

All removals necessary to effect repairs to be replaced in good order.

On completion of repairs, shell plating to be hose tested and repaired parts be recoated where necessary.

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.	lbs.			
	1st Bower ...														If Patent state name of Patentee.		
	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.

[illegible]

NOTE:- As time did not permit permanent repairs being effected at this time, the Captain stated that there is no evidence of any leakage in way of damage and the damage was not considered to affect the seaworthiness of the vessel and, in my opinion, permanent repairs can be effected at the Owners' convenience.