

FEB 13 1941

DECLASSIFIED
BY No. 11699

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/12/40 When handed in at Local Office 27 Dec 1940 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 6/12/40 Last Survey 24/12/1940.
Reg. Book 29996 on the ~~Wooden~~ Steel S/S "NAPLES MARU". (No. of Visits Seven.)TONNAGE:— Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 7
GROSS 5825 Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address
UNDER DK. 5586 Managers Port belonging to Kobe.
NET 4225

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

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)

Last Report, No. 2525 Port Smk

CHARACTER:
* for Special Survey.
Date of last Survey and of
Periodical Surveys.
Machinery and Boiler
Surveys
(Including date of N.B., in any).
*100A1 11,39 *LMC 11,39
Awning dk TS (OG) 8,38
with freeboard.
Fitted for oil fuel 2,23
F.P. above 150°F.
ss Nag. No. 3-5,32.
ss Kob. No. 1-37.(Periodical Surveys, when held, must be reported in detail and serially 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 --

Society's Freeboard (if assigned) as 9 ft. 3 1/2 in. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR PART SPECIAL SURVEY 2nd No.2. & S.R.L.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder (lifted) stern frame and stem cleaned,
examined and found or now placed in good condition, afterwards recoated.Holds, tween decks, fore and after peaks and chain locker, engine and boiler space and
coal bunkers (except tween deck bunker) cleared for survey, ceiling lifted as required by rules,
oxidation removed from all parts and steel work throughout all parts of the vessel carefully
examined and found or now placed in good condition, afterwards recoated.Lining on ship's side removed in way of sidelights and plating in way of same examined
and found or now placed in good condition.

Ash shoots and plating under same examined and found or now placed in good condition.

(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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE								
Decks	Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	--	
Caulking of Decks	"	State if Tanks now tested	Yes.	Dblng. Plates under Sounding Pipes	--	(State if on Felt.)	--	Year
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	--	
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	Good, As/Rpt.	Boats	Good	
Outside Plating	"	Cement or Asphalt	--	Oil Bunkers	--	Masts, Yards, &c.	"	
" " in way of sidelights	"	(State which.)	--	Scuppers	Good	Condition, how ascertained	From aloft.	
Breasthooks	--	Rudder	Good	Cargo Hatchways	"	(State if wedges removed)	--	
Transoms	--	Steering gear and its connections	"	Hatches	"	Sails	--	
Frames	Good	Windlass	"	Planking of Wood Vessels	--	Equipment letter	y	
Reverse Frames	"	Have pumps now been examined and found effi-	Yes.	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.	
Longitudinals	--	cient?	--	Treenails	ditto	Chain Locker	Good	
Transverse	--	Have Sluice Valves now been examined and found	--	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes.	
Floors	--	efficient?	--	Transoms Pointers, & Crutches	ditto	" length 270 fms. mean diam.	2-1/32"	
Keelsons	--	Have Watertight Doors now been examined and found	Yes.	Timbers of Frame at openings	ditto	" (on bow) 270 fms. size	2-3/16"	
Stringers	--	efficient?	--	Ditto Ditto at other places	ditto	Rule length	2-3/16"	
Inner Bottom Plating	--	Have Ventilators and their Coamings been examined	Yes.	Stringers, Clamps & Shells	ditto	Hawser & Warps	Good	
		and found efficient?	Yes.	Salting	ditto	Standing and Running Rigging	"	
				(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.This vessel, so far as now seen, is in good condition and eligible, in our opinion, to
be continued as classed and to have the Notation S.S.2nd No.2 (with date) with fresh record of
survey 12,40 when the Special Survey has been completed.Survey Fee (per Section 29) Yen 285:00
Special Damage or Repair Fee (if any) --
Travelling Expenses (if chargeable) Yen 56:00
(Including Machinery).
Second Surveyor's Fee (if any) EFees applied for,
24/12/1940Received by me,
19

Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 28 FEB 1941

WED. 27 MAY 1942

Character Assigned

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

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.

Freeboard verified.

All the rules requirement, except as stated above.

S.R.L.:- Repairs to indented plating etc which were first reported at Yokohama at the date of 12th September, 1938 in Yokohama Report No.6491, had been completely carried out in November, 1939 at Shimonoseki.

Windlass cylinder block now renewed.

Shell:-

1 plate port in way fore peak tank - renewed.

2 plates in way of fore peak and No.1 hold, Port and Starboard, doubled.

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

ANCHORS.

If Stockless, state Mechanical Tests

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

CHAIN CABLES.

[illegible]

1 plate in water line port of engine room - renewed.

1 plate 1st below shelter deck sheer strake, port side of No.4 Hold, renewed.

1 bottom plate in "B" strake of starboard No.4 double bottom tank - doubled.

Deck :-

3 shelter deck plates forward No.3 hatch in way steering engine - renewed.

No.3 hatch starboard forward corner plate and doubling - renewed.

Hatch coaming stiffeners port and starboard of Nos.2 & 3 hatches and aft No.4 hatch - renewed.

3 deck plates in upper tween deck bunker - renewed. (Continued).

(2)

Continuation of Report No. 11699 dated 27/12/40

on the "NAPLES
MARU"

Frames:-

About 120 angle frames in way of stringer cement partly renewed in all holds.

Double Bottom Tank:-

1 tank top plate of fore peak tank - doubled.

2 tank top plates under port aft boiler - doubled.

About 45 margin brackets - renewed.

Other minor repairs effected.