

(Received at London Office)

DISCLOSED
DEC 1941
No. 11873

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2nd Sept. 41 When handed in at Local Office 19th Sept. 41 Port of Kobe

No. in Reg. Book 83383 Survey held at Tama Date, First Survey 11/7/41 Last Survey 30/7 1941
(No. of Visits 5)

By whom D & V Henderson & Co. Ld. When 1925 3

Built at Glasgow Owners' Address Mitsui Bussan Kaisha Ld.
Owners Mitsui Bussan Kaisha Ld. Port belonging to Kobe

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

WB=CellDBorDBa total capacity tons. FPT feet; uE&B feet; f feet
tons; APT tons; MT feet tons.

Last Report, No. 11724 Port Kob

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. in any).
*100A1 with free-board, 6,40 2,41	*LMC(OS)6,37 6,40 DBS 6,40 TS(CL) 6,38
**Tama No. 3-6,37	Oil Engines Continuous Survey
Society's Freeboard (if assigned) as painted on Ship and now verified	3 ft. 1/2 ins.

(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 COMPLETION OF S.S. 2ND NO. 1, (SRL) & DAMAGE "A" stated to have been caused by the vessel bumping against a quay. For particulars see Kobe Damage Report dated 12/8/41. DAMAGE "B" - cause not stated.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame, propeller brackets, and stem, cleaned, examined and found or now placed in good condition, afterwards recoated. Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space 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 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	1	6 part.			6			
Removed and Fair'd or Repaired	2							
Fair'd or Repaired in place								

ESSENTIAL CONDITION OF THE	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Yes as/rpt.	Copper, or I.M. of Wood Vessels	---
King of Decks	"	State if Tanks now tested	"	Dblg. Plates under Sounding Pipes	"	(State if on Felt.)	---
Rings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	---
Nuts & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Side Plating	"	Cement (state which.)	"	Oil Bunkers	Good	Masts, Yards, &c.	"
" " in way of sidelights	"	Rudder	"	Scuppers	"	Condition, how ascertained	From aloft
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if scudgers removed)	---
Transoms	"	Windlass	"	Hatches	"	Sails	---
Frames	"	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels	--- <td>Equipment letter</td> <td>--- </td>	Equipment letter	---
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--- <td>Caulking</td> <td>--- <td>Anchors, No. of</td> <td>3B. 1S. 1K.</td> </td>	Caulking	--- <td>Anchors, No. of</td> <td>3B. 1S. 1K.</td>	Anchors, No. of	3B. 1S. 1K.
Longitudinals	--- <td>Have Watertight Doors now been examined and found efficient?</td> <td>Yes</td> <td>Treggals</td> <td>--- <td>Chain Locker</td> <td>Good</td> </td>	Have Watertight Doors now been examined and found efficient?	Yes	Treggals	--- <td>Chain Locker</td> <td>Good</td>	Chain Locker	Good
Transverses	--- <td>Have Ventilators and their Coamings been examined and found efficient?</td> <td>Yes</td> <td>Breasthooks & Stimson</td> <td>--- <td>Cables (State if now ranged)</td> <td>--- </td></td>	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stimson	--- <td>Cables (State if now ranged)</td> <td>--- </td>	Cables (State if now ranged)	---
Floors	Good, as/rpt.			Transoms, Painters, & Crutches	--- <td>" length 270 fms beam diam. 2 1/2"</td> <td>--- </td>	" length 270 fms beam diam. 2 1/2"	---
Keelsons	"			Timbers of Frame at openings	--- <td>" Rule length 270 fms size 2-4/16"</td> <td>--- </td>	" Rule length 270 fms size 2-4/16"	---
Stringers	"			Ditto Ditto at other places	--- <td>Hawser & Warps</td> <td>Good</td>	Hawser & Warps	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	--- <td>Standing and Running Rigging</td> <td>"</td>	Standing and Running Rigging	"
				Salting	--- <td></td> <td></td>		

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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24."
This vessel is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 8,41 and the notation S.S. Kob. 2nd No. 1-41, as previously recommended subject to indented port side forward bottom shell plating being dealt with at the Owners' convenience.

Survey Fee (per Section 20)	Yen 270.00	Fees applied for, 30/8 1941
Special Damage or Repair Fee (if any) (per Sec. 20)	Yen 200.00	Received by me, 16
Travelling Expenses (if chargeable) (Incl. Machinery)	Yen 95.00	
Second Surveyor's Fee (if any)		

Committee's Minute
Character Assigned SF 41
100A1 subject with freeboard S.S. No. 1-41 + limit of 8,41 + limit of 6,40

Surveyor to Lloyd's Register of Shipping.
FRID 5 JUN 1942
OMIT CLASS ON RE-PRINT.
Lloyd's Register Foundation
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