

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 31st May 41 When handed in at Local Office 31st May 1941 Port of Kobe

No. in Reg. Book 84258 Survey held at Osaka Date, First Survey 30/4/41 Last Survey 20/5/1941  
(No. of Visits 2)

on the ~~Woodblock~~ Steel S/S "SYUNKO MARU"

TONNAGE: GROSS 6781 Built at Harima By whom Teikoku Steamship Co. When 1919 MONTH 11  
UNDER DK. 6507 Owners Osaka Syosen Kaisya Owners' Address  
NET 5015 Managers Osaka Port belonging to Osaka

Surveyed Afloat or in Dry Dock? Both Name of Dock O.I.W., Chikko. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 11453 Port Kobe

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1	3.40	*LMC 3.40
Shelter deck with freeboard.		TS(CL) 6.39
ssKob.No.3-7,31.		
ssOsa.No.2-39.		
Society's Freeboard (if assigned) as painted on Ship and now verified } --- ft. --- 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 CONDITION SURVEY.

**NOW 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, holds and tween deck spaces, windlass and steering gears and equipment generally examined and found or now placed in good condition.

Plating in way of ash shoot 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 <u>Good</u>	State if Tanks have been examined inside <u>---</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>---</u>
Coamings <u>"</u>	Bulkheads <u>Good.</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>
Outside Plating <u>"</u>	Cement <u>Good.</u>
" " in way of sidelights <u>---</u>	Rudder <u>Good.</u>
Breasthooks <u>---</u>	Steering gear and its connections <u>Good.</u>
Transoms <u>---</u>	Windlass <u>Good.</u>
Frames <u>Good</u>	Have pumps now been examined and found efficient? <u>Yes.</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>---</u>
Longitudinals <u>---</u>	Have Watertight Doors now been examined and found efficient? <u>---</u>
Transverses <u>---</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>
Floors <u>---</u>	Air and Sounding Pipes <u>---</u>
Keelsons <u>---</u>	Dblng. Plates under Sounding Pipes <u>---</u>
Stringers <u>---</u>	Engine Room Skylights <u>Good</u>
Inner Bottom Plating <u>---</u>	Coal Bunkers, Open'gs, Lids, &c. <u>---</u>
	Oil Bunkers <u>---</u>
	Scuppers <u>Good</u>
	Cargo Hatchways <u>Good.</u>
	Hatches <u>Good.</u>
	Planking of Wood Vessels <u>---</u>
	Caulking ditto <u>---</u>
	Treenails ditto <u>---</u>
	Breasthooks & Stemson ditto <u>---</u>
	Transoms Pointers, & Crutches ditto <u>---</u>
	Timbers of Frame at openings ditto <u>---</u>
	Ditto Ditto at other places ditto <u>---</u>
	Stringers, Clamps & Sheifs ditto <u>---</u>
	Salting ditto <u>---</u>
	Copper, or Y.M. of Wood Vessels <u>---</u>
	(State if on Felt.)
	When put on, Month <u>---</u> Year <u>---</u>
	Boats <u>Good</u>
	Masts, Yards, &c. <u>"</u>
	Condition, how ascertained <u>From deck</u>
	(State if wedges removed) <u>---</u>
	Sails <u>---</u>
	Equipment letter <u>a+</u>
	Anchors, No. of <u>3B, 1S, 1K.</u>
	Chain Locker <u>Good.</u>
	Cables (State if now ranged) <u>No.</u>
	Stated <u>complete</u>
	length (on board) <u>270 fms</u> diam. <u>2-15/16"</u>
	Rule length <u>270 fms</u> size <u>2-15/16"</u>
	Hawser & Warps <u>---</u>
	Standing and Running Rigging <u>---</u>

### 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 with fresh record of survey 5.41.

Survey Fee (per Section 29)	<u>Yen</u> : 115.00	Fees applied for, <u>24/5/1941.</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	<u>X</u>	Received by me, <u>19.</u>
Travelling Expenses (if chargeable) (Including Machinery)	<u>Yen</u> : 25.00	
Second Surveyor's Fee (if any)	<u>£</u>	

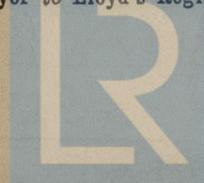
Surveyor to Lloyd's Register of Shipping.

TUE. 19 AUG 1941

Committee's Minute

Character Assigned

100A1  
Shelter deck w/ft.  
+ LMC 5.41



Lloyd's Register Foundation

007506-007517-0186

10m.11.37.—Transfer Ink  
(The Surveyors are requested not to write on or below this)

Is Certificate required? If so, to be sent to

REPAIRS DUE TO WEAR AND TEAR:-

(Shell Plating)

Starboard side, forward, No.2 plate in 5th strake below main deck sheer strake - renewed.

Port side, forward, No.2 plate in 4th strake below main deck sheer strake - part doubled.

6 tank top plates (p & c) of No.3 D.B. tank - renewed.

On completion of the above repairs, the repaired platings were tested and found tight.

Equipment:-

2 lengths of port side, chain cables found worn and renewed. For particulars please see table below:-

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.			
	1st Bower ...															
	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.

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.			
No. 2905	15	2-5/16	96 1/4	134 3/4					Stud link	Oka Chain & M. Works Ltd.	12/8/39 O.P.H. T.H.
No. 2906	15	2-5/16	96 1/4	134 3/4					"	"	12/5/41 "
Iron Stream Chain or Steel Wire....											

Other minor repairs effected.

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.