

DISCLOSED
REPORT of SURVEY for REPAIRS, &C. DISCLOSED
BAY No. 309

Date of writing Report July 1st 1941 When handed in at Local Office 1/7/41 Port of Kobe
No. in Survey held at Innoshima Date, First Survey 7/6/41 Last Survey 25/6 1941
Reg. Book. 84436 on the ~~Wood, Iron or Steel~~ S/S "TAMAHOKO MARU" (No. of Visits 6)

TONNAGE:— Built at Harima By whom Harima Dockyard Co. Ltd. When 1919 MONTH 3
GROSS 6780 Owners Kaiyo Kisen K.K.
UNDER DK. 6507 Managers (Yamashita Kisen K.K. Ingr)
NET 5056 Owners' Address (if not already recorded in Appendix to Register Book).
Port belonging to Kobe

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

VB=CellDBorDBa feet; uE&B feet; f feet
otal capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11521 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

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 1 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY NO.1.

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, cleared for survey, ceiling lifted as required by rules, oxidation removed where necessary, and all steel work throughout 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.

Ash shoots, and plating under 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								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE								
Deck	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels	—	
Caulking of Decks	"	State if Tanks now tested	"	Dblng. Plates under Sounding Pipes	"	(State if on Felt.)	—	
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	—	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good	
Outside Plating	"	Cement to be applied	"	Oil Bunkers	—	Masts, Yards, &c.	"	
" " in way of sidelights	"	(State which.)	"	Scuppers	Good	Condition, how ascertained	From Aloft.	
Breasthooks	"	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	—	
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	—	
Frames	"	Windlass	"	Planking of Wood Vessels	—	Equipment letter	at	
Reverse Frames	"	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.	
Longitudinals	—	Have Sluice Valves now been examined and found efficient?	—	Treenails	ditto	Chain Locker	Good	
Transverses	—	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Ranged	
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	" length 270 fms mean diamr 2 3/4"		
Keelsons	"			Timbers of Frame at openings	ditto	" Rule length 270 fms size 2-5/16"		
Stringers	"			Ditto Ditto at other places	ditto	Hawser & Warps	Good	
Inner Bottom Plating	"			Stringers, Clamps & Sheffs	ditto	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 is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 6,41 and the Notation S.S. Kob.No.1-41, subject to drill shell plating at 24 years or next Special Survey thereafter.

Survey Fee (per Section 20) Yen : 345.00 Fees applied for, 1/7 1941
Special Damage or Repair Fee (if any) X
Travelling Expenses (if chargeable) Yen 118.00 Received by me, 19
(Incl. Machinery)
Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007553-007562-0336 1/2

