

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/5/1941 When handed in at Local Office 21st May 1941 Port of Kobe.No. in Survey held at Innoshima. Date, First Survey 28/4/41 Last Survey 9/5/1941.
Reg. Book. (No. of Visits Three.)on the ~~Wood Transport~~ Steel S/S "ZINZAN MARU".

TONNAGE 5216 Built at Sunderland. By whom Short Bros. Ltd. When 1919 3

GROSS 5198 Owners Kokoku Sangyo K.K. Owners' Address
UNDER DEK. 4782 (if not already recorded in Appendix to Register Book).

NET 5107304 Managers Port belonging to Tokyo.

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

WB=Cell DBor DBa 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)

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

Last Report, No. 2562. Port SKM.

(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.

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

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, 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.

REPAIRS DUE TO WEAR AND TEAR:-

3 shell plates, J-9, 10 & 15, on port side - doubled.

All stern frame gudgeon bushes - renewed.

Other minor repairs carried out.

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	--	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	--
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Year	--
Outside Plating	"	Cement or Asphalt (State which.)	--	Oil Bunkers	--	Boats	Good
" " in way of sidelights	--	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	"
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	From deck
Transoms	--	Windlass	"	Hatches	"	(State if wedges removed)	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Sails	--
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Equipment letter	Y
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	--	Treenails	ditto	Anchors, No. of	3B. 1S. 1K.
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto	Chain Locker	--
Floors	--			Transoms Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Keelsons	--			Timbers of Frame at openings	ditto	" length (on board)	stated complete.
Stringers	--			Ditto Ditto at other places	ditto	" Rule length	270 fms. size 2-3/16"
Inner Bottom Plating	--			Stringers, Clamps & Sheffs	ditto	Hawser & Warps	--
				Salting	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, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 5,41.

Survey Fee (per Section 20) Yen 115:00

Special Damage or Repair Fee (if any) £ --

Travelling Expenses (if chargeable) Yen 45:00
(Including Machinery).

Second Surveyor's Fee (if any) £ --

Committee's Minute

Character Assigned

Fees applied for,

19/5/1941

Received by me,

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Surveyor to Lloyd's Register of Shipping.

FRI. 12 JUN 1942

OMIT CLASS
ON RE-PRINTLloyd's Register
Foundation

007539-007646-0194