

DISCLOSED
BY No. 11422

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 14/3/1940 When handed in at Local Office 14th Mar 1940 Port of Kobe.
No. in Reg. Book 33590 Survey held at Osaka. Date, First Survey 22/2/40 Last Survey 11/3/1940.
(No. of Visits Three.)

TONNAGE:— Built at Middlesbro'. By whom Sir R. Dixon & Co. Ltd. When 1918 11
GROSS 3405 Owners Sakamoto Shoji Kabushiki Kaisha, Owners' Address
UNDER-DECK -- Managers Port belonging to Osaka.
NET 2011

Surveyed Afloat or in Dry Dock? Both Name of Dock Fujinagata Dock. Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 10991 Port Kot

CHARACTER, No. for Special Survey, Date of last survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler surveys (including date of N.B., if any)
*100A1	2,39	*LMC 2,39 TS 2,39

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 Dam.Rept.—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 AND REPAIR OF DAMAGE stated to have been caused by the vessel touching ground on the 27th January 1940, whilst lying at Tingtao. (Damage report not requested).

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, steering engine and connections 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 DAMAGE:—
Port bilge keel found buckled at middle part - bilge keel plate about 15 feet renewed.
Shell angle about 9 feet renewed and about 6 feet faired in place. (P.F.O.).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	Bilge keel, P. side
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	Bilge keel plate about 15 feet renewed
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	Shell angle about 9 feet - renewed
								Shell angle about 6 feet faired in place

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

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 and ptnd24, &c."
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 3,40.

Survey Fee (per Section 20) Yen 85:00
Special Damage or Repair Fee (if any) £ --
Travelling Expenses (if chargeable) Yen 13:00
(Including Machinery).
Second Surveyor's Fee (if any) £

Fees applied for, 11/3/1940
Received by me, 19

Surveyor to Lloyd's Register of Shipping

Committee's Minute
Character Assigned
100A1
Cargo batts. not fitted + LMC 3.40



