

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16/4/1941 When handed in at Local Office 16th April 1941 Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 14/3/41 Last Survey 29/3/1941.
Reg. Book. (No. of Visits Four.)31661 82850 on the ~~Woods Iron Works~~ Steel T.M.S. "SAN-YO MARU".
Built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1930 10.GROSS 8360 Owners Osaka Syosen Kabusiki Kaisya. Owners' Address
UNDER DK 7812 Managers Port belonging to Osaka.
NET 5041

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi 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.

Last Report, No. 11629 Port Kobe

(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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
*100A1 4.40 with freeboard.		*LMC (CS) 4.40
		DBS 4.40
Fitted for carrying *Lloyd's RMC		
oil 10,30 F.P. above		4.40
150° F. in deep tanks.		TS (CL) \$ 2,39
ss Kob. No. 3-1, 36.		P 4,40
ss Osa. No. 1-40.		

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 & DEEP TANK TEST.NOW DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder (lifted), cleaned, examined, found 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 in good condition.

DEEP TANK TEST:-

Nos. 1, 2, 3 & 4 deep tanks were tested by a head of water to the weather deck, the boundary bulkheads, tank top, hatches, ventilators and other connections were found sound and tight.

The double bottom tank in way of the above deep tanks was tested by a head of oil fuel to the weather deck and found sound and tight.

Copy of certificates attached herewith. (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 Fair'd or Repaired ...								
Fair'd or Repaired 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	Yes. As/Rpt.	Dbng. Plates under Sounding Pipes	(State if on Felt.)
Caulking of Decks "	Good	Engine Room Skylights Good	When put on, Month Year
Coamings "	"	Coal Bunkers, Open'gs, Lids, &c.	Boats Good
Beams & Fastenings "	"	Oil Bunkers	Masts, Yards, &c. "
Outside Plating "	Good	Scuppers Good	Condition, how ascertained. From deck.
" " in way of sidelights.	"	Cargo Hatchways	(State if wedges removed) "
Breasthooks	"	Hatches	Sails
Transoms	"	Planking of Wood Vessels	Equipment letter
Frames Good	"	Caulking ditto	Anchors, No. of 3B. 1S.
Reverse Frames "	"	Treenails ditto	Chain Locker
Longitudinals	"	Breasthooks & Stemson ditto	Cables (State if now ranged) No
Transverses	"	Transoms Pointers, & Crutches ditto	" length Stated complete.
Floors	"	Timbers of Frame at openings ditto	" Rule length 300 fms. size 2-8/16"
Keelsons	"	Ditto Ditto at other places ditto	Hawser & Warps
Stringers	"	Stringers, Clamps & Shelves ditto	Standing and Running Rigging
Inner Bottom Plating	"	Salting (State if examined.)	

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 3,41.

Survey Fee (per Section 20) Yen 115:00
 Deep Tank Test Yen 180:00
 Special Survey Fee (if any) Yen 3:00
 Travelling Expenses (if chargeable) (Including Machinery).
 Second Surveyor's Fee (if any)

Fees applied for, 1/4/1941

Received by me, 19

Committee's Minutes
Character Assigned

FRI. 8 AUG 1941

100% with fresh
Fitted for carrying oil to
DBS 3.41

FRI. 5 JUN 1942

OMIT CLASS
ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

007825.007833-0137

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

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.	lbs.			
1st Bower	...																
2nd "	..																
3rd "																	
Collective Weight.																	
Stream																
Kedge.....																	

If Patent state name of Patentee.

If Stockless, state Mechanical Tests

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

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.