

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22/10/40 When handed in at Local Office 23<sup>rd</sup> Oct. 1940 Port of Kobe.

No. in Survey held at Hakodate. Date, First Survey and Last Survey 6/9/1940.  
(No. of Visits One)

Reg. Book. 20553 on the ~~Hakodate~~ Steel M.S. "NONAI MARU".

TONNAGE:— Built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1929 10

GROSS 374 Owners Teikoku Senpaku K.K. Owners' Address  
(if not already recorded in Appendix to Register Book).

UNDER DK. 241 Managers The Rising San Petroleum Co. Ltd. Port belonging to Yokohama.

NET 153

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Hakodate Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 2,39		*LMC 2,39 TS(CL) 1,38

Coasting Service Japan.

Carrying Petroleum in bulk.

S.S. Yka No 1-39  
SS Hak. No. 3-3,35.

Society's Freeboard (if assigned) as painted on Ship and now verified

Last Report, No. 287 Port Hak

(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 DAMAGE stated to have been caused by the vessel stranding at Okoshi, Hokkaido, on the 24th July, 1939 and after refloating on the 30th March, 1940 being blown ashore, in the same vicinity, during a typhoon on the 3rd April, 1940.

The undersigned left Kobe for Hakodate on September 2nd at 6 a.m. and arrived at Hakodate on September 3rd about 12.30 p.m. in company of Mr. F. Muncaster of Messrs. Rising Sun Petroleum Co. Upon arrival at the Hakodate Dockyard we were informed that the vessel had not yet been slipped, but would be ready for examination on the morning of the 4th. Owing to very bad weather the vessel was not dry on the slipway until 2 p.m. on the 6th September.

For further particulars see Kobe Damage Report dated 18th September, 1940 attached hereto.

(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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c	Condition now ascertained. (State if wedges removed)
Outside Plating	Cement or Asphalt (Side or Deck)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Cargo Hatchways	Equipment letter
Breasthooks	Steering gear and its connections	Hatches	Anchors, No. of
Transoms	Windlass	Planking of Wood Vessels	Chain Locker
Frames	Have pumps now been examined and found efficient?	Caulking ditto	Cables (State if now ranged)
Reverse Frames		Treenails ditto	" length (on board) mean diamr.
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	" Rule length size
Transverses		Transoms Pointers, & Crutches ditto	Hawser & Warps
Floors	Have Watertight Doors now been examined and found efficient?	Timbers of Frames at openings ditto	Standing and Running Rigging
Keelsons		Ditto Ditto at other places ditto	
Stringers	Have Ventilators and their Coamings been examined and found efficient?	Stringers, Clamps & Shefts ditto	
Inner Bottom Plating		Salting ditto (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.

For the Information of the Committee.

Survey Fee (per Section 20)	£ -- --	Fees applied for, 14/10/1940
Special Damage Fee (if any) (per Sec. 20)	Yen 600:00	Received by me, 19
Travelling Expenses (if chargeable) (Including Machinery).	Yen 138:50	
Second Surveyor's Fee (if any)	£	

Whiddell  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned

FRI. 16 MAY 1941

Deferred

WED. 27 MAY 1942

OMIT CLASS ON RE-PRINT.



Lloyd's Register Foundation

008049-008060-0222 1/2

8 MAY 1941

10m. 11.37. Transfer ink. (MAD. IN ENGLAND.)  
(The Surveyors are requested not to write on or below this space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

