

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10/4/41. When handed in at Local Office 11th Apr. 1941 Port of Kobe.
 No. in Survey held at Innoshima. Date, First Survey 11/3/41 Last Survey 24/3/1941.
 Reg. Book. 83455 on the ~~Woods, Knox & Co.~~ Steel S/S "SINGO MARU".
 TONNAGE: Built at Uraga. By whom Uraga Dock Co. Ltd. When 1917 5
 GROSS 4740 Owners Kuribayashi Syosen K.K. Owners' Address
 UNDER DEK. 4034 Managers Port belonging to Murooran.
 NET 3423

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock. Destined Voyage
 WB=Cell DBorDBa 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. 11684 Port Kobe

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.
 *100A1 11.39
 12.40
 *LMC 11.39
 TS(CL) 11.39
 (See also Kobe Report No. 11684)
 ssKob. No. 3-12, 29.
 ssKob. No. 2-36.

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 S.R.L. & REPAIR OF DAMAGE stated to have been caused by the vessel striking Moto-Wanisi Wharf at Murooran on the 24th February, 1941, whilst coming alongside.

For further particulars please see Kobe Damage Report dated 26th March, 1941 attached hereto.
 NOW DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.
 REPAIRS DUE TO DAMAGE:-
 Middle part of stem bar - about 20'-6" in length renewed and lower part about 5'-0" faired in place.
 Shell plates. (Plates numbered from Stem).
 No. 1 plates, "B-1", "D-1" and "E-1" - renewed, and "A-1" and "C-1" - cropped and part renewed on the port side.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

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REPAIRS DUE TO DAMAGE:-

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:- AS/RPT.
Renewed	7	✓	✓	✓	✓	✓	✓	STEM BAR 20'-6" RENEWED AND 5'-0" REPAIRED IN PLACE.
Removed and Faired or Repaired	2 PART RENEWED	2	✓	✓	✓	✓	✓	
Faired or Repaired in place	✓	2	✓	✓	✓	✓	✓	

ESSENTIAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
King of Decks	State if Tanks now tested	Dbng. Plates under Sounding Pipes	(State if on Vell.)
ings	Bulkheads	Engine Room Skylights	When put on, Month Year
as & Fastenings	Ceiling	Coat Bunkers, Openings, Lids, &c.	Boats
de Plating	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
in way of sidelights	Rudder	Scuppers	Condition now ascertained
thooks	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
oms	Windlass	Hatches	Sails
es	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
se Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of
udinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
verses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
Bottom Plating		Transoms Pointers, & Crutches ditto	length mean diamr.
		Timbers of Frame at openings ditto	(on board)
		Ditto Ditto at other places ditto	Rule length size
		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting (State if examined.) 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 continued as classed and to have the Notation S.S.2nd No.3 (with date) when the special survey has been completed as previously recommended.

Survey Fee (per Section 29) Yen 250:00
 Special Damage or Repair Fee (if any) Yen 47:00
 Travelling Expenses (if chargeable)
 Second Surveyor's Fee (if any)

Fees applied for, 1/4/1941
 Received by me, 4/4/1941

Committee's Minute
 Character Assigned

TUE. 12 AUG 1941
 FRI. 5 JUN 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

008248-008257-0212

In Fore Peak Tank:-

One main frame on each port and starboard sides, - faired in place.

One deep floor plate with top angle - removed, faired and refitted.

One upper panting stringer plate - cropped and part renewed and shell angle in way - renewed.

2 lower panting stringer plates and one stringer angle - renewed and 6 shell angles - removed, faired and refitted.

One fore peak tank top plate - cropped and part renewed.

Fore peak tank cleaned and recaulked.

In the vicinity of the damage - slack and started rivets renewed or recaulked and leaky seams recaulked as found necessary.

All removals necessary to effect repairs replaced in good order, shell repairs
hose tested, fore peak tank tested and found tight afterwards repaired part recoated
where necessary on completion of repairs.

S.R.L.:- Nothing done towards the completion of S.S.2nd No.3 at this time. *AA*

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* 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.