

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18/11/40 When handed in at Local Office 25th Nov 1940 Port of Kobe.
No. in Reg. Book. 31289 Survey held at Innoshima. Date, First Survey 2/11/40. Last Survey 15/11/1940.
(No. of Visits Three)

81092

TONNAGE:— Built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1910 4
GROSS 5288 Owners Kuribayasi Syosen Kabusiki Kaisya. Owners' Address
UNDER DEK 4881 (if not already recorded in Appendix to Register Book).
NET 3230 Managers Port belonging to Tokyo.

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima 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)

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

Last Report, No. 11285 Port ~~Kobe~~ 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 --

Society's Freeboard (if assigned) as painted on Ship and now verified } -- ft. -- ins.

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 cleaned, examined, found, or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces and general equipment examined and found or now placed in good condition.

Windlass and steering gear examined and found or now placed in good condition.

Plating in way of ash shoots examined and found or now placed in good condition.

REPAIRS DUE TO WEAR AND TEAR:-Upper Deck:-

2 plates in forward well on port side and 2 plates in aft well on starboard side-renewed.

Other repairs of a minor nature effected.

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

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.	--	Boats	Good
Outside Plating	"	Cement or Asphalt	--	Oil Bunkers	--	Masts, Yards, &c.	"
" " in way of sidelights	--	(State which.)	--	Scuppers	Good	Condition, how ascertained	From deck.
Breasthooks	--	Rudder	Good	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	--	Steering gear and its connections	"	Hatches	"	Sails	--
Frames	Good	Windlass	"	Planking of Wood Vessels	--	Equipment letter	Z
Reverse Frames	"	Have pumps now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
Longitudinals	--	Have Sluice Valves now been examined and found efficient?	--	Treenails	ditto	Chain Locker	--
Transverses	--	Have Watertight Doors now been examined and found efficient?	--	Breasthooks & Stemson	ditto	Cables (State if now ranged)	No
Floors	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Transoms Pointers, & Crutches	ditto	" length (on board)	Stated complete.
Keelsons	--			Timbers of Frame at openings	ditto	" Rule length	270 fms. size 2-4/16"
Stringers	--			Ditto Ditto at other places	ditto	Hawser & Warps	--
Inner Bottom Plating	--			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	--
				Salting	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.

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 11,40.

Survey Fee (per Section 29) Yen 115:00
Special Damage or Repair Fee (if any) --
Travelling Expenses (if chargeable) Yen 55:00
(Including Machinery).
Second Surveyor's Fee (if any) --

Fees applied for, 18/11/40

Received by me, 19

(for T. Kunishi)
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 7 FEB 1941

1000
+ Lmb 11.40Lloyd's Register
Foundation