

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12/2/41 When handed in at Local Office 12th Feb 1941 Port of Kobe.
 No. in Survey held at Tama. Date, First Survey 20/1/41 Last Survey 28/1/1941.
 Reg. Book. 32210 (No. of Visits Three.)

on the ~~Kobe Maru~~ Steel S/S "SINGAPORE MARU".

TONNAGE:— Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 5
 GROSS 5859 Owners Kobe Sanbashi Kabushiki Kaisha. Owners' Address
 UNDER DK. 5586 Managers Port belonging to Hasidate.
 NET 4260

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage

WB=CoLD BorDBa 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. 11364 Port Kob

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 1,40 Awning dk with freeboard.		*LMC 1,40 TS(OG) 10,37

(Periodical Surveys, when held, must be reported in detail and serially 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

ssKob. No. 3-7,36.
 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, PART S.S.2nd No.1 (S.R.L.) & EQUIPMENT.

DONE AS PART S.S.2nd No.1:—

Vessel placed in dry dock. Hull, bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.

Ash shoots and plating under same examined and found now in good condition.

Under bridge and boiler spaces and all coal bunkers, No.2 hold and tween decks, cleared for survey, ceiling lifted as required by rules, oxidation removed and steel work carefully examined and found or now placed in good condition, afterwards recoated.

No.2 double bottom tanks tested with a head of water as required by the rules and found or now made tight.

(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

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	As/Rpt. Good.	Dblng. Plates under Sounding Pipes	--	(State if on Felt.)	--
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Outside Plating	"	Cement or Asphalt	--	Oil Bunkers	Good	Masts, Yards, &c.	"
" " in way of sidelights	--	Rudder	Good	Scuppers	"	Condition, how ascertained	From deck.
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	Good	(State if wedges removed)	--
Transoms	--	Windlass	"	Hatches	"	Sails	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Equipment letter	Y
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	--	Treenails	ditto	Chain Locker	--
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems	ditto	Cables (State if now ranged)	No
Floors	--			Transoms Pointers, & Crutches	ditto	" length (on board)	Stated complete.
Keelsons	--			Timbers of Frame at openings	ditto	" Rule length	270 fms. 2-3/16"
Stringers	--			Ditto Ditto at other places	ditto	Hawser & Warps	--
Inner Bottom Plating	--			Stringers, Clamps & Shefts	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 1,41 and the Notation S.S.2nd No.1-40 when the Special Survey has been completed.

Survey Fee (per Section 29) Yen 215:00
 Special Damage or Repair Fee (if any) --
 Travelling Expenses (if chargeable) Yen 49:00
 (Including Machinery)
 Second Surveyor's Fee (if any) --

Fees applied for, 30/1/1941
 Received by me, W. S. 1941

Committee's Minute

Character Assigned

FRI. 9 MAY 1941

FRI. 5 JUN 1942

OMIT CLASS ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008288-008295-0082

DONE AS ANNUAL SURVEY:-

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass, steering engine and connections and equipment generally examined and found or now placed in good condition.

S.R.L.:- S.S.2nd No.1 part done, the Owners state that the survey will be completed within this year.

EQUIPMENT:- *To complete the special survey all rule requirements to be carried out except the above and items as per previous report*

Starboard Bower Anchor with 70 fathoms of chain cable stated lost at China.

Previous spare bower anchor has now been placed on board as spare.

Marks of new anchor and chain cables were verified as per Certificates and found correct. For particulars please see the table below.

Certificate for the lost anchor is forwarding herewith for cancellation.

REPAIRS DUE TO WEAR & TEAR:-

12 tween deck plates, 16 lower tween deck plates, of bunker and 10 - No.2 double bottom tank top plates, renewed.

Other minor repairs carried out.

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 ...	61	2	12												
	2nd "	61	0	8												
32213	3rd "	68	0	21				52	15	2	14			Stockless	Messrs. W.L. Byers & Co. Ltd.	Sunderland, 5/7/29, J.H. Butler.
	Collective Weight.	190	3	13												
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	m.	m/m			kgs	kgs	fathoms.	ins.			
2811	25	56	88	920	12430	1932			Stud Link	(The Kokko Chain & Stl Wks, Ltd.	30/1/40, I.C.W:T.M.
2813	25.5	"	"	"	"	1967			"	"	"
2814	25	"	"	"	"	1925			"	"	1/2/40, I.C.W:T.M.
2815	25	"	"	"	"	1927			"	"	"
2816	25	"	"	"	"	1879			"	"	"

125.5 = 70 fms

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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