

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 4th Sept. 1940

When handed in at Local Office

Port of Manila, P. I.

No. in  
Reg. Book.

Survey held at Manila

Date, First Survey 2nd Sept. Last Survey 4th Sept. 1940

(No. of Visits)

27176 on the ~~Wood, Iron or~~ Steel MS "KAOU MARU"

TONNAGE:-

GROSS 6807

UNDER DECK 5570

NET 3688

Built at Harima

By whom Harima S.B. &amp; Eng. Co. Ltd.

When 1936

MONTH.  
6

Owners Kokusai Kisen K.K.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Tokyo

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage

LD Bor DBa feet; uE & B feet; f feet  
Capacity tons. FPT tons; APT tons; MT tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 11587 Port Kobe

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(Including date of N.B., if any).\*100A1  
with freeboard\*LMCS 8-40  
5-398-36 8-40  
ss Kob No 1-40bbs 8-40  
Ch 8-40Carrying cargo oil F.P. above  
150°F. in deep tankSociety's Freeboard (if assigned) as  
painted on Ship and now verifiedON EXAMINE  
CONTINUOUS SURVEYDamage 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 Port & Starboard Forward Sections and Port & Starboard After  
Sections of After Deep Tank for carriage of Coco-nut Oil in bulk.

A head of 8' of water was applied to Port & Starboard Forward Sections and Port & Starboard After  
Sections of After Deep Tank with vessel afloat, and tank tops and surrounding bulkheads, part of  
shaft tunnel and ship's sides in way of Deep Tank were all found to be tight, sound and in good  
order. Piping was fitted for heating the oil and tested under a steam pressure of 100 lbs. per  
square inch and found in good order, after which piping was filled with water.  
Tank and bilge suction were properly blanked off and ventilators plugged and covered.  
Bottom of Port & Starboard Forward & After Sections of After Deep Tank by way of double bottoms  
was tested to a head of eight feet above the crown of the Deep Tank and found to be tight, sound  
and in good order, after which double bottoms were pumped down.

NATURE OF DAMAGE REPAIRS:-

Renewed  
Removed and Fair'd or Repaired  
Fair'd or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and  
Bracket Floors

Beams.

Inner Bottom  
Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

The following not inspected.

ing of Decks  
ings  
s & Fastenings  
de Plating  
,, in way of sidelights  
es  
rse Frames  
itudinals  
verses  
s  
ons  
gers  
Bottom Plating  
the Tanks been examined internally?  
the Tanks been tested?

Bulkheads  
Ceiling  
Cement or Asphalt  
Rudder  
Steering gear and its connections  
Windlass  
Have pumps been examined and found effi-  
cient?  
Have Sluice Valves been examined and found effi-  
cient?  
Have Watertight Doors been examined and found  
efficient?  
Have Ventilators and their Coamings been examined  
and found efficient?  
Air and Sounding Pipes  
Doubling Plates under Sounding Pipes

Engine Room Skylights  
Coal Bunkers, Openings, Covers, &c.  
Oil Bunkers  
Scuppers  
Cargo Hatchways  
Hatches

Planking  
Caulking  
Treenails  
Breasthooks & Stemson  
Transoms, Pointers & Crutches  
Timbers of Frame at openings  
,, , at other places  
Stringers, Clamps & Shelves  
Salting  
(State if examined.)

Copper, or Y.M.  
(State if on Felt.)

When fitted, Month Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained  
(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

,, length mean diam.  
(on board)

,, Rule length size

Chain Locker

Hawsers &amp; Warps

Standing and Running Rigging

Sails

General Observations, Opinion as to Class, Recommendation, &amp;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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of  
survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

In the opinion of the undersigned, the vessel is fit to remain as at present classed \*100A1 with-  
out fresh record of survey, being fit to carry Coco-nut Oil in bulk in the Port & Starboard Forward  
After Sections of After Deep Tank.

Survey Fee (per Section 20) £ 240.00

Special Damage or Repair Fee (if any) £

Selling Expenses (if chargeable) £ 60.00

Second Surveyor's Fee (if any) £

Fees applied for,

19

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI 22 NOV 1940

Lloyd's Register  
Foundation

008344-008353-0069