

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2nd July 1941 When handed in at Local Office 3rd July 1941 Port of Kobe

No. in Reg. Book 77730 Survey held at Harima Date, First Survey 16/6/41 Last Survey 1/7 1941

on the Wood, Iron or Steel S/S "KOSIN MARU" (No. of Visits 3)

TONNAGE: Built at Innoshima By whom Osaka Iron Works Ltd. When 1924

GROSS 5485 Owners Hiroumi Syozi K.K. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 5120 Managers (if not already recorded in Appendix to Register Book) Port belonging to Kobe

NET 4006 Managers (if not already recorded in Appendix to Register Book) Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Both Name of Dock Harima S.B. & E. Wks Destined Voyage (blank)

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

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

Last Report, No. 11578 Port Kob.

(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 CONDITION SURVEY AND REPAIR OF DAMAGE stated to have been caused by collision with a tug boat whilst shifting berth. For further particulars see Damage Report dated Kobe, 1st July 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.

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.

Plating in way of ash shoot examined and found in good condition.

Windlass and steering engine and its connections examined and found or now placed in good condition.

Cables ranged. (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	1	2						
Faired or Repaired in place	3	2	2					

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	State if Tanks now tested	Dbng. Plates under Sounding Pipes	(State if on Felt.)
Caulking of Decks	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	When put on, Month Year
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
Outside Plating	Rudder <u>Good</u>	Scuppers <u>Good</u>	Condition, how ascertained <u>From deck</u>
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
Breasthooks	Windlass	Hatches	Sails
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter <u>Z</u>
Frames <u>Good</u>	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of <u>3B. 1S. 1K.</u>
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>Yes.</u>
Transverses		Transoms Pointers, & Crutches ditto	" length <u>27.0</u> mean diam. <u>2 3/16"</u>
Decks		Timbers of Frame at openings ditto	" Rule length <u>270 fms</u> size <u>2-4/16"</u>
Beams		Ditto Ditto at other places ditto	Hawser & Warps
Stringers		Stringers, Clamps & Sheifs ditto	Standing and Running Rigging
Inner Bottom Plating		Salting ditto	

General Observations, Opinion as to Class, Recommendation, &c.:

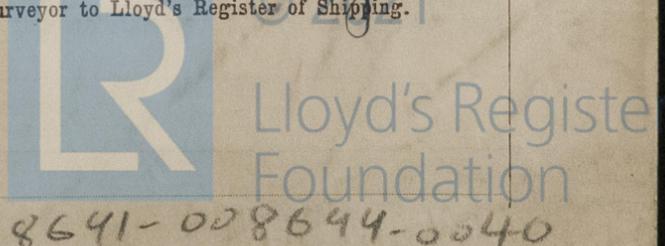
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as 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 6,41.

Survey Fee (per Section 29)	Yen : 115.00	Fees applied for, 2/7 1941
Special Damage or Repair Fee (if any) (per Sec. 29)	Yen : 85.-	Received by me, 19
Travelling Expenses (if chargeable)	Yen : 57.00	
Second Surveyor's Fee (if any)	£	

M. Lamabura, K. Takemaya
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 SEP 1941
Character Assigned 100A1
57.41 2 + double 7.41



008691-008694-0040

SEP 1941

10m. 11.57.—Transfer Int. (MADE IN B...)

Is Certificate required? If so, to be sent to

