

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19/6/40 When handed in at Local Office 20th June 1940 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 1/6/40 Last Survey 14/6/1940.

27744 on the ~~Wood, Iron or Steel~~ S/S "KOAN MARU".

TONNAGE: Built at Osaka. By whom Osaka Iron Works, Ltd. When 1924 3

GROSS 3184 Owners Hiroumi Syozi Kabusiki Kaisya. Owners' Address

UNDER DEK. 2741 (if not already recorded in Appendix to Register Book).

NET 1970 Managers Port belonging to Kobe.

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

WB=CellDBorDBa feet; uE&amp;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.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1126 Port Kobe.

(Periodical Surveys, when held, must be reported in detail and arriatum in the terms of the Rules. 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.)

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 & REPAIR OF DAMAGE stated to have been

caused by colliding with barges on the 13th and 14th March 1940, whilst laying at anchor and

discharging cargo in Taku bar. For further particulars please see Kobe Damage Report dated 15th

June 1940 attached herewith.

NOW DONE:— Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined,

found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces,

windlass and steering gears and equipment generally examined and found or now placed in good

condition.

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

(P.T.O.).



Shell Plating:-

Nos.3 & 4 shell plates, in "G" strake - removed, faired and refitted.

No.7 shell plate, in "G" strake, - faired in place.

Nos.4, 5, 6 & 7 shell plates, in "H" strake - removed, faired and refitted.

2 Longitudinal frames, in way - removed, faired and refitted.

2 Longitudinal frames, in way - removed, faired  
2 Longitudinal frames, in way - faired in place.

Nos.3 & 4 shell plates, in "G" strake - faired in place.

No.3 shell plate, in "K" strake - faired in place.

No.4 shell plate, in "K" strake - removed, faired and refitted.

No.4 shell plate, in "H" strake - removed, faired and refitted.

One longitudinal frame, in way - faired in place.

No.4 shell plate, in "H" strake - removed, faired and refitted.

No.5 shell plate, in "H" strake - faired in place.

All removals for access replaced in good order. all new and disturbed work recoated where necessary and the shell plating in way of the damage hose tested, on completion of repairs and found tight.

Minor repairs effected.

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

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.			
	1st Bower ..															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

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

[illegible]

Mr. B. - If this Report is copied by Copying Press, especial care must be taken that the copying is done correctly.

If Stockless, state Mechanical Tests

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Foundation