

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/10/1940 When handed in at Local Office 26<sup>th</sup> Oct 1940 Port of Kobe.

No. in Survey held at Tama. Date, First Survey 16/9/40 Last Survey 9/10/1940.  
Reg. Book. (No. of Visits Seven)

44469

87644 on the ~~Wagon~~ Steel S/S "KINKASAN MARU".

YEAR. MONTH 7 9

TONNAGE:- Built at Middlesbro' By whom Sir Raylton Doxon & Co. Ltd. When 1911  
GROSS 4981 Owners Mitsui Bussan Kaisha, Ltd. Owners' Address  
UNDER DK. 4535 Managers Port belonging to Tokyo.  
NET 2615

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage  
WB=CellDBorDBa 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. 1162 Port Kob

CHARACTER.	Years Assigned now or previously.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1	6,39	*LMC 6,39 TS(CL) 6,39

(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 SPECIAL SURVEY 3rd No.1.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame and stem cleaned, examined, and found or now placed in good condition, afterwards recoated.

Holds, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, oxidation removed and steel work throughout carefully examined and found or now placed in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Ash shoots and plating under same examined and found in good condition. (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 Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels
Decks Good	State if Tanks have been examined inside Yes.	Good	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks "	State if Tanks now tested Yes.	"	(State if on Feet.)	Year --
Coamings "	Bulkheads Good	"	When put on, Month	Year --
Beams & Fastenings "	Ceiling "	"	Boats	Good
Outside Plating "	Cement or Asphalt (state which) "	"	Masts, Yards, &c.	"
" " in way of sidelights. Good	Rudder "	"	Condition, how ascertained	From aloft.
Breasthooks "	Steering gear and its connections "	"	(state if wedges removed)	--
Transoms "	Windlass "	"	Sails	--
Frames "	Have pumps now been examined and found efficient? Yes.	"	Equipment letter	y
Reverse Frames "	Have Sluice Valves now been examined and found efficient? --	"	Anchors, No. of	3B. 1S. 1K.
Longitudinals --	Have Watertight Doors now been examined and found efficient? Yes.	"	Chain Locker	Good
Transverses Good	Have Ventilators and their Coamings been examined and found efficient? Yes.	"	Cables (state if now ranged)	Yes. 1-3"
Keelsons "		"	" length 270 fms. mean diamr. 2 1/2"	
Stringers "		"	" (on board)	16
Inner Bottom Plating "		"	" Rule length 270 fms. 2-3/16"	
		"	Hawser & Warps	Good
		"	Standing and Running Rigging	"

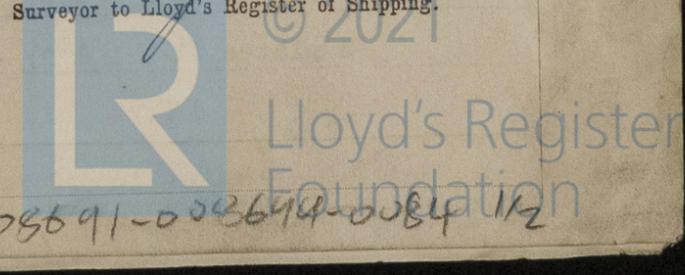
General Observations, Opinion as to Class, Recommendation, &c.:-  
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed 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 is in good condition and eligible, in our opinion, to be continued as classed with fresh record of survey 10,40 and the Notation S.S.Kob.No.1-40.

Survey Fee (per Section 29)	Yen 320:00	Fees applied for, 10/10/1940
Special Damage or Repair Fee (if any) (per Sec. 29)	---	Received by me, 19
Travelling Expenses (if chargeable)	Yen 82:00	
(Including Machinery)		

J.A. ...  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned  
100A1  
S.S. No. 1-40  
+dmb. 10,40



Is Certificate required? If so, to be sent to

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

Double bottom tanks, top side tanks and fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches; web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates, under sounding pipes, windlass, steering engine, rods, chains, sheaves and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with deck angles), rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

The whole of the rules requirements for S.S. 3rd No. 1 have now been complied with.

REPAIRS DUE TO WEAR AND TEAR:-

Shell Plates (numbered from forward):-

"H-1" on port and starboard sides - renewed.

"J-1" on starboard side - part doubled.

Frames:-

2 bulb angle frames in way of fore peak (1 P & 1 S) - renewed.

3 counter frames (2 P & 1 S) - part renewed.

Margin Brackets etc:-

20 margin brackets in No. 1 hold (12 P & 8 S) - renewed.

19 margin brackets in No. 2 hold (6 P & 13 S) - renewed.

2 margin brackets in No. 4 hold, starboard side - renewed.

8 margin brackets in No. 5 hold (4 P & 4 S) - renewed.

6 floors in No. 1 top side tank (4 P & 2 S) - renewed.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	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.

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.	Stain-ory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Ins.			

6 floors in No. 2 top side tank (3 P & 3 S) - renewed.

4 floors in No. 3 top side tank (3 P & 1 S) - renewed.

6 floors in No. 4 top side tank (4 P & 2 S) - renewed.

9 floors in No. 5 top side tank (6 P & 3 S) - renewed.

9 floors in No. 6 top side tank (8 P & 1 S) - renewed.

W.T. Bulkhead:-

W.T. Bulkhead between Nos. 1 & 2 Holds:-

2 plates (1 P & 1 S) - renewed.

2 plates (1 P & 1 S) - part doubled. (continued). *AA*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9a.

DUPLICATE  
( 2 ) (HULL).

Port of Kobe.

Continuation of Report No. 1631 dated 25/10/40.

on the

"KINKA-SAN MARU".

Boiler Room Front W.T. Bulkhead:-

14 plates (7 P & 7 S) - renewed.

15 bulkhead stiffeners (8 P & 7 S) - renewed.

3 bulkhead stiffeners (2 P & 1 S) - part renewed.

Engine Room Aft W.T. Bulkhead:-

2 plates on port side - renewed.

7 heel brackets to bulkhead stiffeners on port side - renewed.

W.T. Bulkhead between Nos. 4 & 5 Holds:-

2 plates (1 P & 1 S) - renewed.

18 bulkhead stiffeners (9 P & 9 S) - renewed.

8 heel brackets to bulkhead stiffeners (7 P & 1 S) - renewed.

Deck Plates:-

24 bridge deck plates (11 P & 13 S) - renewed.

10 poop deck plates (3 P & 7 S) - renewed.

1 upper deck stringer plate abreast No. 3 hatch, port side - renewed.

1 upper deck plate abreast No. 3 hatch, starboard side - renewed.

7 upper deck plates abreast engine and boiler opening (1 P & 6 S) - renewed.

1 upper deck stringer plate abreast engine opening, starboard side - renewed.

4 upper deck plates abreast No. 6 hatch, starboard side - renewed.

Other minor repairs carried out. *AA*

