

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th Sept. 1939 When handed in at Local Office 4th Sept. 1939 Port of SHIMONOSEKI.

No. in Survey held at SAITOZAKI & KASADOSIMA Date, First Survey 21st Aug. Last Survey 2nd Sept. 1939
Reg. Book. (No. of Visits 5)

76046 on the ~~WASA~~ Steel Motor Vessel "HINODE MARU"

TONNAGE:- Built at Tama By whom Mitsui Bussan K.K. When 1930 2
GROSS 321 Owners Teikoku Senpaku K.K. Owners' Address /
UNDER DK. 222 Managers Rising Sun Petroleum Co. Ltd Port belonging to Yokohama
NET 189

Surveyed Afloat or in Dry Dock? Both Name of Dock Kasado Dock Destined Voyage /
Cell/Dor/Dba feet; u/E&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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

Last Report, No. 11039 Port Kob

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
*IOOAI 3-39 ssOsa.No. 1-39	*LMC 3-39 TS(CL)2-38
Coasting Service Japan Carrying Petroleum in Bulk.	
OIL ENGINE	

(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 Offered & Accepted 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 / Docking Damage stated to have been caused by vessel touching ground on the 19th August 1939 at Saitozaki.

For further particulars see Shimonoseki Damage report, dated 2nd Sept. 1939 copy attached hereto.

Now Done:- Vessel placed in dry dock, bottom, stern frame & rudder cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches, ventilators & coamings examined and found or now placed in good condition. Windlass & steering gear examined, found in good condition.

Damage:- On examination of vessel whilst she lay afloat at Saitozaki, the quadrant tiller was found to be turned to starboard side with an angle of about 30 degrees at the centre position of the rudder. As Aso Kaizisyokai diver's report however stated that no damages were found at any parts under water.

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	Bulkheads /	Engine Room Skylights Good	Copper, or Y.M. /
Caulking of Decks "	Ceiling /	Coal Bunkers, Openings, Covers, &c. /	(State if on Felt.) /
Coamings /	Cement or Asphalt /	Oil Bunkers. /	When fitted, Month / Year.
Beams & Fastenings /	Rudder Good	Scuppers /	Boats Good
Outside Plating Good	Steering gear and its connections /	Cargo Hatchways Good	Masts, Yards, &c. /
" " in way of sidelights /	Windlass /	Hatches "	Condition, how ascertained. /
Frames /	Have pumps been examined and found efficient? /	Planking /	(State if wedges removed)
Reverse Frames /	Have Sluice Valves been examined and found efficient? /	Caulking /	Equipment letter /
Longitudinals /	Have Watertight Doors been examined and found efficient? /	Treenails /	Anchors, No. of 3B 7S
Transverses /	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson /	Cables (State if now ranged) /
Floors /	Air and Sounding Pipes /	Transoms, Pointers & Crutches /	" length / mean diam. /
Keelsons /	Doubling Plates under Sounding Pipes /	Timbers of Frame at openings /	(on board) / size /
Stringers /		" " at other places /	Chain Locker /
Inner Bottom Plating /		Stringers, Clamps & Shelves /	Hawsers & Warps /
Have the Tanks been examined internally? /		Salting (State if examined.) /	Standing and Running Rigging /
Have the Tanks been tested? /			Sails /

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 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."

This vessel so far as now seen, is in good condition and eligible in my opinion to be continued as classed without fresh record of survey, subject to Rudder stock being renewed at first opportunity.

Survey Fee (per Section 29)	£	Fees applied for,	2. 9. 19. 39
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 150:00	Received by me,	
Travelling Expenses (if chargeable)	£ 65:00		
Second Surveyor's Fee (if any)	£		

T. Kinniburgh
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 20 OCT 1939

As now Subject Rb



