

## REPORT OF SURVEY FOR REPAIRS, &amp;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 139

Surveyed Afloat or in Dry Dock? Both Name of Dock Kasado Dock Destined Voyage /  
Cell/Dor/Dba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

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

Last Report, No. 11039 Port Kob

(Periodical Surveys, when held, must be reported in detail and serially 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

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.

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								
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.	From dk	
" " in way of sidelights	/	Windlass	/	Hatches	"	Condition, how ascertained	(State if wedges removed)	
Frames	/	Have pumps been examined and found efficient?	/	Planking	/	Equipment letter	2B 7S	
Reverse Frames	/	Have Sluice Valves been examined and found efficient?	/	Caulking	/	Anchors, No. of	3B 7S	
Longitudinals	/	Have Watertight Doors been examined and found efficient?	/	Treenails	/	Cables (State if now ranged)	/	
Transverses	/	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	/	" length (on board)	/	mean diamr. /
Floors	/	Air and Sounding Pipes	/	Transoms, Pointers & Crutches	/	" Rule length	/	size
Keelsons	/	Doubling Plates under Sounding Pipes	/	Timbers of Frame at openings	/	Chain Locker	/	
Stringers	/			" " at other places	/	Hawsers & Warps	/	
Inner Bottom Plating	/			Stringers, Clamps & Shelves	/	Standing and Running Rigging	/	
Have the Tanks been examined internally?	/			Salting	(State if examined.)	Sails	/	
Have the Tanks been tested?	/							

## 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."

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) £ 150:00 : : Received by me, 19  
Travelling Expenses (if chargeable) £ 65:00 : :  
Second Surveyor's Fee (if any) £ : :

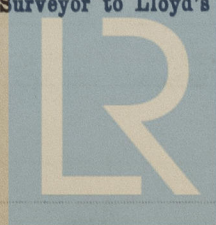
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 20 OCT 1939

As now Subject Rb



Lloyd's Register Foundation

008839-008846-0218



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

The vessel was placed in dry dock and the rudder was removed at Kasadosima, and upon examination.

**RECOMMENDED.**

To be renewed.

The rudder stock straightened, the old key way of same built up by welding, a new key way was cut at the correct position and the quadrant tiller refitted in order.

G.K.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

[illegible]

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

[illegible]

Rpt.

Re

Date

No. of Reg. Boat

7604

Tonnage

Nominal Horse Power

No. of Engines

No. of Masted Steam Vessels

No. of Masted Steam Vessels in Domestic Trade

Last Passenger (Period of Cruise)

cause account besides dates

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(The Surveyors are requested not to write on or below the space for Committee's Minute.)