

9 - MAY 1941

DISCLOSED

BAY No.

No. 11750

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24/3/41 When handed in at Local Office 27th Mar 1941 Port of Kobe.
No. in Survey held at Osaka. Date, First Survey 21/2/41 Last Survey 7/3/1941.
Reg. Book. 75367 on the ~~Woods Iron Works Steel~~ S/S "HAGUE MARU"
TONNAGE: Built at Innoshima. By whom Osaka Iron Works, Ltd. When 1920
GROSS 5642 Owners Osaka Syosen Kabusiki Kaisya. Owners' Address
UNDER DK. 5149 Managers Port belonging to Osaka.
NET 3452
Surveyed Afloat or in Dry Dock Both Name of Dock Sakurajima Dock. Destined Voyage

B=CellDBorDBa feet; uE&B feet; f feet
tal capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11408 Port Kōbē

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned (if not already assigned)	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1	2.40	*1MC 2.40 TS(OL) 2.39

Fitted for oil fuel 10.25
F.P. above 150° F.

ss0sa.No.3-12,31.
ss0sa.No.2-40.

Society's Freeboard (if assigned) as painted on Ship and now verified

oil fuel in the
subject to the
DONSLEY BOILER
and being used.

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.

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

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

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

REPAIRS DUE TO WEAR AND TEAR:-

Shell Plating:- port side forward 2 plates, 3rd and 4th below upper deck sheer strake-part doubled.

On completion of the above repairs, shell plating hose tested and found tight.

Other minor repairs effected.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	--	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	--	Dblg. Plates under Sounding Pipes	--	(State if on Kelt.)	--
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	--
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Year	--
Outside Plating	"	Cement or Asphalt (State which.)	--	Oil Bunkers	--	Boats	Good
" in way of sidelights	--	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	"
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	From deck.
Transoms	--	Windlass	"	Hatches	"	(State if wedges removed)	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Sails	--
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Equipment letter	Z
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	--	Treenails	ditto	Anchors, No. of	3B. 1S. 1K.
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems	ditto	Chain Locker	--
Floors	--			Transoms Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Keelsons	--			Timbers of Frame at openings	ditto	" length (on board)	Stated complete.
Stringers	--			Ditto Ditto at other places	ditto	" Rule length	270 fms. size 2-4/16"
Inner Bottom Plating	--			Stringers, Clamps & Shells	ditto	Hawser & Warps	--
				Salting (State if examined.)	ditto	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, so far as now been, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey, 3,41.

Survey Fee (per Section 29) Yen 115:00
Special Damage or Repair Fee (if any) (per Sec. 29) --
Travelling Expenses (if chargeable) Yen 12:00
(Including Machinery).
Second Surveyor's Fee (if any) 2

Fees applied for, 7/3/1941

Received by me, 19/3/1941

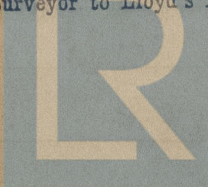
K. Takemura
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 20 MAY 1941

100A1
Fitted for oil fuel
& h.m.b. 3.41
Subject



Lloyd's Register
Foundation

008973-008981-0048