

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 1st 1941 When handed in at Local Office 2nd July 1941 Port of Kobe

No. in Reg. Book 32198-83440 Survey held at Osaka Date, First Survey 7/6/41 Last Survey 25/6 1941 (No. of Visits 5)

TONNAGE:- Built at Osaka By whom Fujinagata Dockyard When 1921

GROSS 3794 Owners Kishimoto Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DEK. 3442 Managers Port belonging to Kobe

NET 2305 Surveyed Afloat or in Dry Dock? Both Name of Dock O.I.W.Chikko Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.

Last Report, No. 11559 Port Kobe

(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 COMPLETION OF SPEC. SURVEY 2ND NO. 2 and DAMAGE stated to have been caused by the vessel touching the ground on the 23rd April 1941; for further particulars please see Kobe Damage Report dated 19th June 1941.

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

Holds and tween decks, excepting Nos. 2 & 4 holds and tween decks (examined in July 1940 at Kobe) 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, all oxidation removed and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

(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								as Report.
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Yes, as/rpt.	Yes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month
State if Tanks have been examined inside	Yes, as/rpt.	Yes	Good
State if Tanks now tested	Yes, as/rpt.	"	Boats
Bulkheads	"	"	Masts, Yards, &c.
Ceiling	"	"	Condition, how ascertained
Cement or Asphalt (State which.)	Good	Good	(State if scdges removed)
Rudder	"	"	Sails
Steering gear and its connections	"	"	Equipment letter
Windlass	"	"	Anchors, No. of
Have pumps now been examined and found efficient?	Yes	"	Chain Locker
Have Sluice Valves now been examined and found efficient?	"	"	Cables (State if now ranged)
Have Watertight Doors now been examined and found efficient?	Yes	"	" length 270 fms mean diam 2-1/16"
Have Ventilators and their Coamings been examined and found efficient?	Yes	"	" Rule length 270 fms size 2-1/16"
Air and Sounding Pipes	Yes	"	Hawser & Warps
Dbng. Plates under Sounding Pipes	"	"	Standing and Running Rigging
Engine Room Skylights	"	"	
Coal Bunkers, Open'gs, Lids, &c.	"	"	
Oil Bunkers	Good	"	
Scuppers	"	"	
Cargo Hatchways	"	"	
Hatches	"	"	
Planking of Wood Vessels	"	"	
Caulking	ditto	"	
Treenails	ditto	"	
Breasthooks & Stemson	ditto	"	
Transoms Pointers, & Crutches	ditto	"	
Timbers of Frame at openings	ditto	"	
Ditto Ditto at other places	ditto	"	
Stringers, Clamps & Shefts	ditto	"	
Salting	ditto	"	

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 6,41 and the notation S.S.Kob. 2nd No. 2-41 as previously recommended, subject to 60 fathoms of chain cable being replaced at the Owners' convenience.

Survey Fee (per Section 20)	Yen : 275.00	Fees applied for, 1/7 19 41
Special Damage or Repair Fee (if any) (per Sec. 20)	Yen : 50.00	Received by me, 19
Travelling Expenses (if chargeable) (Incl. Machinery)	Yen : 42.00	
Second Surveyor's Fee (if any)	£	

M. Kamabura + K. Takedaya
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 SEP 1941
Character Assigned 100A1 subject S.S. No. 2-41 + LMC 6.41



10m. 11.57. Transfer Ink. (MADE IN ENGLAND). (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

Handwritten numbers and scribbles: 367, 1941, 3, 25/6

17 SEP 1941

