

REPORT OF SURVEY FOR REPAIRS, &C. DISCLOSED

BAY No.

Date of writing Report 5th March 1941 When handed in at Local Office 5th March 1941 Port of SHIMONOSEKI

No. in Reg. Book MOJI Survey held at MOJI Date, First Survey 1st March Last Survey 2nd March 1941
(No. of Visits 2)

40993 on the Wood Iron or Steel Single Screw Steamer "MUNDOCK".

TONNAGE:— Built at Newport News By whom Newport News SB & DD Co. When 1917 YEAR MONTH. 4

GROSS 5240 Owners G.E. Marden. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 4427 Managers Wheelock & Co. Ltd. Port belonging to Shanghai

NET 3264

Surveyed Afloat or in Dry Dock? Afloat Name of Dock / Destined Voyage /

Cell DBor DBa 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. }

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

Last Report, No. 7108 Port YKA.

(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 and

Accepted.

Was a damage report made by anyone else? If so, by whom? /

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, stated to have been caused by grounding on the 27th February 1941 at Takamisima whilst on a voyage from Nagoya to Moji.

For further particulars see Shimonoseki Damage report, dated 3rd March 1941 copy attached hereto.

On examination of records of sounding, it appeared that all peak and double bottom tanks to be tight except fore peak tank.

The vessel was examined by a diver and reported that the bottom plating was set in in way of fore peak tank and No.1 d.b. tank and 2 small fractures were found in way of bottom plug of fore peak tank on starboard side.

The undersigned examined the fore peak tank internally after the fractures were closed and the tank was dried, and the damage found to be as the diver's report.

As the vessel urgently required to proceed to sea, the following temporary repairs have now been carried out:—

The fractures have been closed by bolting steel plates out side by a diver and fitting cement boxes inside.

It is recommended that the vessel's bottom be examined at the first opportunity and repaired as necessary.

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	Bulkheads	Engine Room Skylights.....	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month
Coamings	Cement or Asphalt	Oil Bunkers	Year
Beams & Fastenings	Rudder	Scuppers	Boats
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights. <u>SURVEY</u>	Windlass <u>CONFINED</u>	Hatches <u>TO ABOVE</u>	Condition, how ascertained (state if wedges removed)
Frames	Have pumps been examined and found efficient?	Planking	Equipment letter
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of
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?	Breasthooks & Stems	" length..... mean diam. (on board)
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	Sails
Have the Tanks been tested?		(State if examined.)	

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 stern frame (BW repair) and reinforcement in way of BW repairs to forward extension of stern frame being specially examined at next docking, and the vessel's bottom being examined in dry dock at the first opportunity and repaired as necessary.

Survey Fee (per Section 29)	£	Fees applied for,	4. 3. 1941
Special Damage or Repair Fee (if any)..... (per Sec. 29)	£ 137:00	Received by me,	19
Travelling Expenses (if chargeable)..... (Sun. fee)	£ 36:00		
Second Surveyor's Fee (if any)	£		

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 9 DEC 1941

FRI 10 APR 1942

TUE. 14 MAR 1944

Character Assigned Deferred for drydock

No later survey reported

OMIT CLASS ON RE-PRINT

Lloyd's Register Foundation

No Report sent to the Machinery of the ship

Is Certificate required? If so, to be sent to

009067-009073-0092