

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th Apr. 41 When handed in at Local Office 10th Apr. 41 Port of YOKOHAMA

No. in Reg. Book 74924 Survey held at YOKOHAMA Date, First Survey 28th Mar. Last Survey 2nd Apr. 1941

on the Wood, Iron or Steel T.Sc.S. "GINYO MARU"

TONNAGE: Built at Tsurumi By whom Asano S.B.Co. When 1921-8
GROSS 8613 Owners Nippon Yusen K.K. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 7884 Managers X Port belonging to Tokyo
NET 6128

Surveyed Afloat or in Dry Dock? Dry Dk. Name of Dock M.J.K. Yokohama Destined Voyage
Cell/Dor/Dba X feet; uE&B X feet; f X feet }
total capacity X tons. FPT X tons; APT X tons; MT X feet X tons. }

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

1st Report, No. 11444 Port Kob.

Medical 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.

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 X

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey.

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

Decks, hatches, vents & coamings, general equipment examined and found in good condition.

Windlass and steering gear (not opened up) examined and found or now placed in good condition.

Anchors and Cables ranged.

Repairs due to wear and tear:- Windlass bearing bed renewed.

Deep tank top partly renewed by the Owners, examined and tested.

Interim Certificate issued - copy attached.

PRIMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Paired or Repaired ...				<u>X</u>				
Faired or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights.		Copper, or Y.M.	
Decks	<u>Good</u>		<u>X</u>	<u>Good</u>			(State if on Felt.)
Planking of Decks	"	Ceiling	<u>X</u>	Coal Bunkers, Openings, Covers, &c.	<u>X</u>	When fitted, Month	Year
Coamings	"	Cement or Asphalt	<u>X</u>	Oil Bunkers	<u>X</u>	Beats	<u>Good</u>
Rivets & Fastenings	<u>X</u>	Rudder	<u>Good</u>	Scuppers	<u>X</u>	Masts, Yards, &c.	"
Outside Plating	<u>Good</u>	Steering gear and its connections	"	Cargo Hatchways	<u>Good</u>	Condition, how ascertained	<u>from deck</u>
" " in way of sidelights	<u>X</u>	Windlass	"	Hatches	"	(State if wedges removed)	<u>"cf"</u>
Names	<u>X</u>	Have pumps been examined and found efficient?	<u>X</u>	Planking		Equipment letter	
Reverse Frames	<u>X</u>	Have Sluice Valves been examined and found efficient?	<u>X</u>	Oaulking		Anchors, No. of	<u>33 1S 1K</u>
Longitudinals	<u>X</u>	Have Watertight Doors been examined and found efficient?	<u>X</u>	Treenails		Cables (State if now ranged)	<u>Yes</u>
Transverses	<u>X</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson		" length	<u>300 fms mean diamr. 2 5/16"</u>
Stems	<u>X</u>	Air and Sounding Pipes	<u>X</u>	Transoms, Pointers & Crutches		" Rule length	<u>300 fms size 2 7/16"</u>
Keelsons	<u>X</u>	Doubling Plates under Sounding Pipes	<u>X</u>	Timbers of Frame at openings		Chain Locker	<u>X</u>
Stringers	<u>X</u>			" " at other places		Hawsers & Warps	<u>Sufficient</u>
Inner Bottom Plating	<u>X</u>			Stringers, Clamps & Shelves		Standing and Running Rigging	<u>efficient</u>
Have the Tanks been examined internally?	<u>No</u>			Salting (State if examined.)		Sails	<u>X</u>
Have the Tanks been tested?	<u>No</u>						

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 to be classed with fresh record of survey 4-41.

Survey Fee (per Section 29)	£ 115.00	Fees applied for,	9-4- 19 41
Special Damage or Repair Fee (if any) (per Sec. 29)	£ X	Received by me,	19
Travelling Expenses (if chargeable)	£ 4.00		
Second Surveyor's Fee (if any)	£		

M. Mihigami
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 1 JUL 1941

Character Assigned

100A1
Shell Dk. with
Fitted for oil fuel
4-41



Lloyd's Register Foundation

YES. 26 JUN 1941

100A1, 30.—Transfer Ink. (MADE ANY THE SURVEYORS ARE REQUESTED NOT TO WRITE ON OR BELOW THE

Is Certificate required? If so, to be sent to