

DISCLOSED (Received at London Office) SEC 1941 DISCLOSED BAY No. No. 11847

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26th June 1941 When handed in at Local Office 26th June 1941 Port of Kobe

No. in Reg. Book 75591 Survey held at Osaka Date, First Survey 19/5/41 Last Survey 9/6 1941 (No. of Visits 6)

on the ~~Ward~~ Steel S/S "HAVANA MARU"

TONNAGE: Built at Innoshima By whom Osaka Iron Works Ltd. When 1920

GROSS 5652 Owners Osaka Syosen Kaisya Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 5148 Managers Port belonging to Osaka

NET 3450

Surveyed Afloat or in Dry Dock? Both Name of Dock Fuzinagata 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.

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

Last Report, No. 11663 Port Hak.

CHARACTER.	Years Assigned	Machine and Boiler Surveys (including date of N.B., in any).
*100A1	11,40	*LMC 11,40
		TS(CL) 11,40
Fitted for oil fuel 12,23 P.P. above 150°P.		
ssOsa.No.3-4,34		
ssOsa.No.1-38.		
Society's Freeboard (if assigned) as painted on Ship and now verified		

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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.

When a damage case 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 AND REPAIR OF DAMAGE stated to have been caused by collision with the s/s "Heian Maru", 5347 gross tons of Yokohama, in the vicinity of the entrance to Fuzinagata S.B. & E. Yard Dock, Osaka, and afterwards grounded at the river side. For further particulars see Damage Report dated 23rd June 1941, copy of same attached hereto.

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

Ash shoot and plating in way of same specially examined and found in good condition.

Cables ranged. (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	5	-	3	-	3	-	2	
Removed and Faired or Repaired	2	6	3	-	3	-	2	As/Rpt.
Faired or Repaired in place	-	1	-	-	1	-	1	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Decks Good	--	--	--
Stulking of Decks "	--	Dblng. Plates under Sounding Pipes --	Boats Good
Coamings "	Good	Engine Room Skylights Good	Masts, Yards, &c. "
Stays & Fastenings "	"	Coal Bunkers, Open'gs, Lids, &c. --	Condition, how ascertained From Deck.
Outside Plating "	--	Oil Bunkers --	(State if wedges removed) --
" " in way of sidelights --	Good	Scuppers Good	Sails --
Breasthooks --	"	Cargo Hatchways "	Equipment letter Z
Transoms --	"	Hatches --	Anchors, No. of 3B. 1S. 1K.
Stays Good	Have pumps now been examined and found efficient? --	Planking of Wood Vessels --	Chain Locker --
Reverse Frames "	--	Caulking ditto --	Cables (State if now ranged) Yes 5-6"
Longitudinals "	Have Sluice Valves now been examined and found efficient? --	Treenails ditto --	" length 270 fms mean diam 2-32 (on board)
Transverses "	--	Breasthooks & Stemson ditto --	" Rule length 270 fms size 2-4/16"
Stays --	Have Watertight Doors now been examined and found efficient? --	Transoms Pointers, & Crutches ditto --	Hawser & Warps --
Stays --	--	Timbers of Frame at openings ditto --	Standing and Running Rigging --
Stays --	Have Ventilators and their Coamings been examined and found efficient? Good	Ditto Ditto at other places ditto --	
Stays --	--	Stringers, Clamps & Shelves ditto --	
Stays --	--	Salting ditto --	
Stays --	--	(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 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.

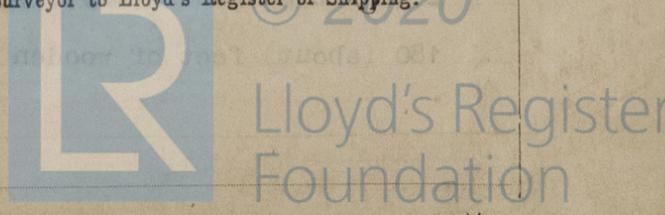
This vessel, so far as now seen, is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 6,41.

Survey Fee (per Section 29)	Yen	115.00
Special Damage or Repair Fee (if any) (per Sec. 29)	Yen	550.00
Travelling Expenses (if chargeable)	Yen	51.00
Second Surveyor's Fee (if any)	£	

Fees applied for, 24/6 1941 Received by me, 19

Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 19 SEP 1941 Character Assigned 10001 + 6.41



12 SEP 1941

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10m 1157—Transfer Ink. MADE IN EN (The Surveyors are requested not to write on or below the space for Comment)

Is Certificate required? If so, to be sent to

REPAIRS DUE TO DAMAGE:-

Shell Plating (numbered from Aft)

- No.10 plate in "E" strake - faired in place.
- No.10 plate in "F" Strake - renewed.
- No. 9 plate in "G" strake - faired in place.
- No.10 plate in "G" strake - cropped and part renewed.
- No.10 plate in "H" strake - renewed.
- No.11 plate in "J" strake - renewed.
- No.10 plate in "K" strake - faired in place.
- No.11 plate in "K" strake - renewed.
- No.11 & 12 plates "L" strake - cropped and part renewed.
- No. 3 plate in "M" strake - renewed.
- No.11 plate, one hole - closed permanently with suitable doubling.

Frame:-

- 5 main frames (F.Nos.87,88,89,90 & 91) in way of the above, cropped & part renewed.
- 3 reverse frames (F.Nos.89,90 & 91) in way, renewed.
- 1 main frame (F.No.92) in way of the above, cropped and part renewed.
- 3 reverse frames (F.Nos.87,88 & 92) in way, cropped and part renewed.
- 1 main frame (F.No.93) in way, faired in place.

On Bridge Deck:-

- 1 deck stringer plate in way of the above, cropped and part renewed.
- 1 deck plate in way, renewed.
- 1 deck plate in way, faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower ...													
	2nd "													
	3rd "													
	Collective Weight.													
	Stream													
	Kedge.....													

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

- 1 deck stringer angle in way, cropped and part renewed.
- 1 house connecting angle in way, cropped and part renewed.
- 1 house coaming plate in way, renewed.
- 1 bridge deck half beam in way, renewed.
- 2 bridge deck half beams in way, removed, faired and refitted.
- 1 beam bracket in way, renewed.
- 2 beam brackets in way, removed, faired and refitted.
- 180 (about) feet of wooden deck plank in boy and cook room and boat deck, renewed.

(continued)

2nd Deck:-

- 1 deck stringer plate in way, cropped and part renewed.
- 1 deck plate in way, faired in place.
- 1 stringer angle in way, cropped and part renewed.
- 4 shell angles in way, renewed.
- 2 half beams in way, renewed.
- 1 half beam in way, cropped and part renewed.
- 1 half beam in way, faired in place.
- 4 beam brackets in way, renewed.
- 1 bunker casing plate in way, cropped and part renewed.

Miscellaneous:-

- 1 platform of side ladder, renewed.
- 2 handrail stanchions in way, removed, faired and refitted.
- 1 scupper pipe in way, cropped and part renewed.
- 1 filling pipe of No.3 D.B.tank in way, cropped and part renewed.
- 2 air pipes of Nos. 3, & 4 D.B. tanks in way, cropped and part renewed.

The above repaired shell plating was hose-tested on completion of repairs and found tight, and all new and disturbed work recoated as before.

REPAIRS DUE TO WEAR AND TEAR:-

Rudder:- Pintle ligumbetoe bush Nos. 1,2 & 3, renewed and No.6 gudgeon pintle, brush renewed. *IGNUMVITAE*

Shell Plating:-

- Port Forward:- No.2 plate in "D" strake, renewed.
- Starboard Forward:- Nos.1 plates ie "H" & "E" strakes each, renewed, Port, midship, in way of side bunkers, a plate in "D" strake, renewed.

Deep Tank:-

- 4 beams in upper tween deck, cropped and part renewed.
- Port, lower bulkhead stiffener, and starboard top, stiffener, plates and 2 brackets in way, renewed.

Deck Plate:-

- 1 deck plate under boatswain room, renewed.
- Port, boat deck 1 plate, cropped and part renewed.

On completion of the above repairs were hose-tested and found tight. Wooden plank on weather deck, about 650 feet, renewed. Other minor repairs, effected. *K.S.*

K.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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.