

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11th Apr. 1939 When handed in at Local Office 11th Apr. 1939 Port of SHIMONOSEKI.

No. in Survey held at SHIMONOSEKI. Date, First Survey 20th March Last Survey 4th April 1939
Reg. Book. 77668 on the ~~Wood Iron~~ Steel Single Screw Steamer "K O Z Y U N M A R U" ex "Kojun Maru".
TONNAGE: Built at Osaka By whom Osaka Iron Works, Ltd. When 1924 7
GROSS 1931 Owners Hiroumi Shoji K.K. Owners' Address /
UNDER DK. 1614 Managers / Port belonging to Kobe.
NET 1186

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Hikoshima Dock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2338 Port Imb

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No.1:-

Now Done:-Vessel placed in dry dock, bottom, rudder, stern frame & stem, cleaned, examined & found in good condition and recoated.

Holds, tween decks & chain locker, spaces under bridge, engine & boiler space and coal bunkers, cleared for survey, ceiling lifted as required by rules, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Ash shoot and plating under same examined and found in good condition.

P. T. O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	/	/	/	/	/	/	/	/
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Deck	Good	State if Tanks have been examined inside	Yes-as stated	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on Felt)	/
Caulking of Decks	"	State if Tanks now tested	Yes-as stated	Dbng. Plates under Sounding Pipes	"	When put on, Month	Year
Coamings	"	Bulkheads	Good	Engine Room Skylights	"	Boats	Good
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"
Outside Plating	"	Cement or Asphalt (State which.)	Cement	Oil Bunkers	/	Condition, how ascertained	From aloft
" " in way of sidelights	"	Rudder	Good	Scuppers	Good	(State if wedges removed)	/
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	Sails	/
Transoms	"	Windlass	"	Hatches	"	Equipment letter	g
Frames	"	Have pumps now been examined and found efficient?	Yes	Planing of Wood Vessels	/	Anchors, No. of	3B 1S
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	/	Caulking ditto	/	Chain Locker	Good
Longitudinals	Good	Have Watertight Doors now been examined and found efficient?	Yes	Treenails ditto	/	Cables (State if now ranged)	Yes 10
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson ditto	/	" length 240-1 11/16-1 1/16 (on board)	240 size 1 11/16
Floors	"			Transoms Pointers, & Crutches ditto	/	" Rule length 240	
Beelsons	"			Timbers of Frame at openings ditto	/	Hawser & Warps	Good
Stringers	"			Ditto Ditto at other places ditto	/	Standing and Running Rigging	"
Inner Bottom Plating	"			Stringers, Clamps & Shells ditto	/		
				Salting ditto	/		
				(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 and ptND24, &c."

This vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey, 4.-'39, and the notation "S.S.No.1-39".

Survey Fee (per Section 29)	£ 260:00	Fees applied for,	5. 4. 1939
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£ 4:00		
Second Surveyor's Fee (if any)	£		

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 16 MAY 1939

1000

S.S. No. 1-39

+Lms 439

009505-004513-0167



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S.S. "KOZYUN MARU".

Double bottom tanks, fore & after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the Rules, and found tight.

Decks, casings, hatchways, hatches and web plates, tarpaulins, cleats & fastenings, vents, with coamings and covers, ceiling, cargo battens, air & sounding pipes, plate under sounding pipes, windlass, steering engine, rods, chains, sheaves & hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts with deck angles, spars, rigging (from aloft) anchors, chain cables (cables ranged) hawsers & warps and general equipment examined and all found in good condition. *Food examined by Japan*

The whole of the rules requirements for S.S.No.1 have now been complied with.

Repairs due to wear & tear:-

Shell plates:- Port side:- 3 shell plates G.No.1, E.No.2 & F.No.2 (numbered from stem) renewed.
Star.side:- 3 shell plates H.Nos.4 & 5 & G.No.4 (numbered from aft) removed, faired and refitted.
3 shell plates, G.No.1, E.No.2 & F.No.2 (numbered from stem) renewed.

Bilge keel etc, on Port side.

1 bilge keel plate removed, faired and refitted.
1 longitudinal frame in way of indented shell plate F.No.12 removed, faired & refitted.

No.2 Double bottom tank:-

About 60 started rivets on vertical angles to reverse frames renewed.

Fresh water tank:-

One tank top plate on S.side found locally wasted & partly doubled.

No.3 Double bottom tank:-

One intercostal side girder lower half wasted and part doubled.

After Peak Tank:-

Several started rivets renewed.

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.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...														If Patent state name of Patentee.		
	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.			
2545	153	1 1/2	51 1/2	71 1/2	23-0-14	-	15	1 1/2	S.L.	Kokko chain & Stl Wks.Ld.	29-6-38 Osaka T.M.
2548	15 1/2	"	"	"	22-3-20	-	"	-	"	"	"
2549	15 1/2	"	"	"	22-3-9	-	"	-	"	"	"
Iron Stream Chain or Steel Wire...											

On completion of repairs, repaired shell plates tested and found tight.

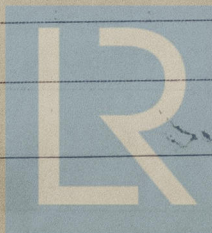
45 fathoms lengths of chain cable wasted and renewed, For further particulars see above table.

Other minor repairs effected.

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N.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.



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