

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5th Nov. 1940 When handed in at Local Office 5th Nov. 1940 Port of SHIMONOSEKI.

No. in Reg. Book. 22229 Survey held at KASADOSIMA Date, First Survey and Last Survey 26th Oct. 1940

83014 on the Steel Single Screw Steamer "DAINITI MARU"

TONNAGE:— Built at Tama By whom Mitsui Bussan K.K. When 1922 MONTH. 1

GROSS 5813 Owners Itaya Stosen K.K. Owners' Address /

UNDER DEK. 5514 Managers / Port belonging to Kobe

NET 4057

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

Cell/D/Bor/D/Ba feet; uE&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 2565. Port SMK.

Periodical Surveys, when held, must be reported in detail and serially 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 /

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
<u>MOOI Awng dk</u>	<u>LMC 8-39</u>
<u>with freebd4-40</u>	<u>TS (CL) 4-40</u>
<u>ssKob.No.3-10,32</u>	
<u>ssKob.No.1-37</u>	
<u>Fitted for oil fuel 4.22 H. above 150° F</u>	

Society's Freeboard (if assigned) as painted on Ship and now verified /

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey and Special Reasons List:-

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

Decks, hatchways, hatches & supports, ventilators & coamings and general equipment generally examined and found in good condition.

Plating in way of ash shoot examined and found in good condition.

Windlass, steering engine and its connections examined & found in efficient condition.

R.L.:- Indented shell plating (P.s) in way of No.1 hold examined & found in efficient condition.

Repairs due to wear & tear:- Minor repairs only.

Note:- Special Survey No.2 will be held at about June next year.

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

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Engine Room Skylights	<u>Good</u>							
Coal Bunkers, Openings, Covers, &c.	<u>/</u>							
Oil Bunkers	<u>/</u>							
Scuppers	<u>/</u>							
Cargo Hatchways	<u>Good</u>							
Hatches	<u>/</u>							
Planking	<u>/</u>							
Caulking	<u>/</u>							
Treenails	<u>/</u>							
Breasthooks & Stemson	<u>/</u>							
Transoms, Pointers & Crutches	<u>/</u>							
Timbers of Frame at openings	<u>/</u>							
" " at other places	<u>/</u>							
Stringers, Clamps & Shelves	<u>/</u>							
Salting (State if examined.)	<u>/</u>							
Copper, or Y.M. (State if on Felt.)	<u>/</u>							
When fitted, Month	<u>/</u>							
Year	<u>/</u>							
Boats	<u>Good</u>							
Masts, Yards, &c.	<u>/</u>							
Condition, how ascertained. From dk (State if wedges removed)	<u>From dk</u>							
Equipment letter	<u>/</u>							
Anchors, No. of	<u>38 18</u>							
Cables (State if now ranged)	<u>/</u>							
" length (on board) mean diamr.	<u>/</u>							
" Rule length size	<u>/</u>							
Chain Locker	<u>/</u>							
Hawsers & Warps	<u>Good</u>							
Standing and Running Rigging	<u>/</u>							
Sails	<u>/</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 as classed with fresh record of survey 10.-140. Subject Indented shell plating (p.s) in way of No.1 hold dealt with at the Owners convenience.

Survey Fee (per Section 22)	£115:00	Fees applied for,	5. 11. 40
Special Damage or Repair Fee (if any) (per Sec. 22)	£	Received by me,	19.
Travelling Expenses (if chargeable)	£22:00		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

TUE. 21 JAN 1941

TUE. 12 MAY 1942

OMIT CLASS ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009580-009589-0163