

JAN - 2 1941

DISCLOSED

BAV No.

No. 11611.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/9/40 when handed in at Local Office 27th Sept 1940 Port of Kobe.
No. in Reg. Book 25621 Survey held at Innoshima. Date, First Survey 26/8/40 Last Survey 19/9/1940.
(No. of Visits Five.)

on the Steel S/S "HANKOW MARU".
Tonnage: Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 MONTH 6

GROSS 4105 Owners Yamashita Kisen Kabushiki Kaisha. Owners' Address
UNDER DK. 3613 Managers Port belonging to Kobe.
NET 2518

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock. Destined Voyage
WB=Cell DBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)

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, etc., and of the inner bottom plating, especially in the boiler space.

Previous Report, No. 11214 Port Kobe

CHARACTER. for Special Survey, Date of last survey and of Periodical Surveys.	Year allowed now expired.	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1 8,39		*LMC 8,39
Awning dk		TS(OG) 6,38
with freeboard.		

ssKob.No.3-3,32.
ssYka.No.1-37.
Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 1 1/2 ins.

Medical Surveys, when held, must be reported in detail and serially 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 2nd No.2.

WORK DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after peaks and chain locker, engine and boiler space and all 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.

Plating in way of sidelight examined and found in good condition.

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

Double bottom tanks, and 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 & (P.T.C.).

PRIMARY 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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or L.M. of Wood Vessels
Keel <u>Good</u>	<u>Yes.</u>	<u>Good</u>	--
Plating of Decks <u>"</u>	<u>Yes.</u>	Dbng. Plates under Sounding Pipes <u>"</u>	(State if on Feet). When put on, Month <u>--</u> Year <u>--</u>
Bulkheads <u>"</u>	<u>Good</u>	Engine Room Skylights <u>"</u>	Boats <u>Good</u>
Rivets & Fastenings <u>"</u>	<u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Side Plating <u>"</u>	<u>"</u>	Oil Bunkers <u>--</u>	Condition, how ascertained <u>From aloft.</u>
Plating in way of sidelights <u>"</u>	<u>"</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>--</u>
Stitchings <u>"</u>	<u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>--</u>
Stitchings <u>"</u>	<u>"</u>	Hatches <u>"</u>	Equipment letter <u>V</u>
Transoms <u>"</u>	<u>"</u>	Planking of Wood Vessels <u>--</u>	Anchors, No. of <u>3B.1s.1K.</u>
Stem Frames <u>--</u>	<u>Have pumps now been examined and found efficient? <u>Yes.</u></u>	Caulking ditto <u>--</u>	Chain Locker <u>Good</u>
Stitchings <u>--</u>	<u>Have Sluice Valves now been examined and found efficient? <u>--</u></u>	Treenails ditto <u>--</u>	Cables (state if now ranged) <u>Yes.</u>
Transoms <u>Good</u>	<u>Have Watertight Doors now been examined and found efficient? <u>Yes.</u></u>	Breasthooks & Stemson ditto <u>--</u>	" length <u>270 fms</u> mean diam. <u>2 1/2"</u>
Stitchings <u>"</u>	<u>Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u></u>	Transoms Pointers, & Crutches ditto <u>--</u>	" Rule length <u>270 fms.</u> size <u>2 1/2"</u>
Stitchings <u>"</u>		Timbers of Frame at openings ditto <u>--</u>	Hawser & Warps <u>Good</u>
Stitchings <u>"</u>		Ditto Ditto at other places ditto <u>--</u>	Standing and Running Rigging <u>"</u>
Stitchings <u>"</u>		Stringers, Clamps & Shells ditto <u>--</u>	
Stitchings <u>"</u>		Salting ditto <u>--</u>	
Stitchings <u>"</u>		(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 our opinion, to be continued as classed with fresh record of survey 9,40 and the Notation S.S.Kob.2nd No.2-40.

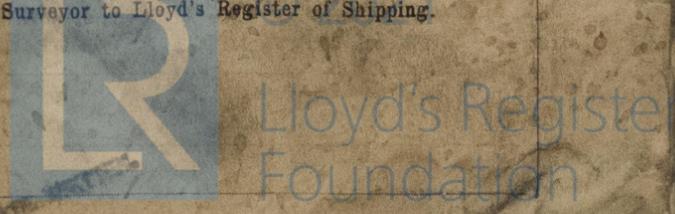
10m.12.M. Transfer Ink. (The Surveyors are requested not to write on or below this line.)

Survey Fee (per Section 20) Yen 370:00
Special Damage or Repair Fee (if any) ---
Travelling Expenses (if chargeable) Yen 125:00
(Including Machinery).
Second Surveyor's Fee (if any) ---

Fees applied for, 24/9/1940
Received by me, T. Remick

T. Remick
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 14 JAN 1941
Character Assigned 3 100A1
Sg.40 Awning dk with RB
S.S. No 2-40 + dm. 9.40



found tight.

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

The whole of the rules requirements for S.S.No.2 have now been complied with.

EQUIPMENT:-

15 fathoms of chain cable renewed due wear, for particulars please see the table below.

REPAIRS DUE TO WEAR AND TEAR:-

Shell Plating:-

Port Side Forward:-

- No.2 plate in 1st strake below forecastle deck sheer strake - renewed.
- No.2 plate in upper deck sheer strake - renewed.
- No.3 plate in 5th strake below upper deck sheer strake - renewed.
- No.3 plate in 6th strake below upper deck sheer strake - renewed.
- No.1 plate in 7th strake below upper deck sheer strake - renewed.

Starboard Side Aft:-

- Nos.3 & 5 plates in 3rd strake below upper deck sheer strake - renewed.
- No.3 plate in 4th strake below upper deck sheer strake - renewed.

Upper Deck:-

- 2 deck plates between Nos.1 & 2 hatches and 2 plates between Nos.4 & 5

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.			
	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.			
163	75	2 1/2	81.25	113.75	12.23	118-300		2	Stud Link	Tokyo Seisa Tekko K.K.	23-8-38, Tokyo, K.K.

hatches part renewed.

2nd deck in way of Cross Bunkers:-

- 1 stringer plate on port side and 9 deck plates - part renewed.

Inner bottom:-

- 8 gusset plates (5 P & 3 S) in No.2 hold - renewed.
- In No.4 Hold, 1 inner bottom plate on P.S. - part renewed.

1 inner bottom plate on S.S. - renewed.

Afterwards the repairs tested where necessary and found tight. Other repairs of a minor nature effected.

J.K

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.

