

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30th May 1941 When handed in at Local Office 30/5/1941 Port of Kobe.

Name of Survey held at Osaka Date, First Survey 11/4/31 Last Survey 1/5/1941

Reg. Book. on the ~~Wood~~ ~~Iron~~ Steel T.M.S. "MONTEVIDEO MARU"

TONNAGE:— Built at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd. When 1926

GROSS 7267 Owners Osaka Syosen Kaisya Owners' Address

UNDER DK. 6088 Managers Port belonging to Osaka

NET 4378

Surveyed Afloat or in Dry Dock? Both Name of Dock O.I.W. Sakurazima Destined Voyage

WB=Cell DBor DBa 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.

Last Report, No. 11667 Port Kob

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY 2ND, NO.1 (SRL)

NOW DONE:— Vessel placed in dry dock. Bottom, rudder (lifted) stern frame, propeller brackets, and stem, cleaned, examined and found or now placed in good condition, afterwards recoated.

Nos. 1, 3 & 4 holds and tween decks, spaces under bridges, and boiler spaces and lining on ship's side removed in way of sidelight and plating in way of same examined and found in good condition and re-coated.

The following tanks were tested as per Rules and found or made tight.

F.P. Nos. 1, 3, 4, 5, & 7 D.B. tanks.

No. 1, W.F.O. tank and piston C.W. Tank in Engine Room.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Removed and Paired or Repaired ...

Paired or Repaired in place ...

PRESENT CONDITION OF THE

As/Rpt.

Good

State if Tanks have been examined inside Yes/

State if Tanks now tested Yes, As/Rpt.

Bulkheads Good

Ceiling "

Cement or other Good, As/Rpt.

Rudder Good

Steering gear and its connections "

Windlass "

Have pumps now been examined and found efficient? "

Have Sluice Valves now been examined and found efficient? "

Have Watertight Doors now been examined and found efficient? "

Have Ventilators and their Coamings been examined and found efficient? Yes.

Air and Sounding Pipes Good As/Rpt.

Dblng. Plates under Sounding Pipes "

Engine Room Skylights "

Coal Bunkers, Open'gs, Lids, &c. "

Oil Bunkers Good

Scuppers "

Cargo Hatchways "

Hatches "

Planking of Wood Vessels "

Caulking ditto "

Treenails ditto "

Breasthooks & Stems ditto "

Transoms Pointers, & Crutches ditto "

Timbers of Frame at openings ditto "

Ditto Ditto at other places ditto "

Stringers, Clamps & Shells ditto "

Salting ditto "

Copper, or Y.M. of Wood Vessels (State if on felt.)

When put on, Month Year

Boats Good

Masts, Yards, &c. "

Condition, how ascertained from aloft.

(State if wedges removed) "

Sails "

Equipment letter b+

Anchors, No. of 3B. 1S. 1K.

Chain Locker Good.

Cables (State if now ranged) Yes.

" length 300 fms mean diamr 2-16"

" Rule length 300 fms size 2-6/16"

Hawser & Warps Good.

Standing and Running Rigging "

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 is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 5,41 and the Notation S.S. Osa. 2nd No.1-41, as previously recommended.

Survey Fee (per Section 20) Yen : 200.00

Special Damage or Repair Fee (if any) (per Sec. 20) X

Travelling Expenses (if chargeable) (Including Machinery) Yen : 46.00

Second Surveyor's Fee (if any) £

Fees applied for, 20/5/1941

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100As with freeboard

S.S. No.1-41

+L.M.C. C.S. 5.41

6.40

D.B. 5.41

009631-009639-0195

F.P. & A.P. and Nos. 3, 4, 6 and 7, D.B. Tanks.

Decks, casings, hatchways, hatches, web plates, tarpaulins, cleats, fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass and steering gears, scuppers, skylights, boats, masts with deck angles, riggings (from aloft) anchor, chain cables, hawser and warps, examined and found in good condition.

S.R.L.:- S.S. 2nd No.1 now completed.

Shell Plating:- Starboard side, forward, No.2 plate in 5th strake
below weather deck sheer strake - renewed.

On completion of the above repairs, the repaired shell platings were tested and found tight.

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

[illegible]

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.