

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 22/10/40 When handed in at Local Office 23rd Oct 1940 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey and Last Survey 11/10/ 1940.  
Reg. Book. on the ~~HUKUZYU MARU~~ Steel ex ~~SS~~ "MIRAMARE" (No. of Visits One.)

88369 40103

TONNAGE:— Built at Montreal. By whom Canadian Vickers, Ltd. When 1919 12  
GROSS 5731 Owners ~~See Maritime Miraflores Ltd.~~ Owners' Address  
UNDER DK. 4870 Managers Port belonging to Panama Osaka  
NET 3855Surveyed Afloat or in Dry Dock? Afloat. Name of Dock -- Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet  
otal capacity tons. FPT tons; APT tons; MT feet tons.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 20984 Port Gtb.

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.

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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
For Special Survey.	expired.	(including date of N.B., in any).
Date of last Survey and of Periodical Surveys.		
*100A1 4,72		*100B 6,37
4.4.1		SS 2,32
		SS (OL) 5,37
ssVer. No. 3-4,32.		
ssRot. No. 1-37.		

Society's Freeboard (if assigned) as painted on Ship and now verified See also Glasgow Dam. Cert. dated 28/5/40.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused (1) by collision with the S.S. "CORUNDRUM" on the 17th April, 1940 and (2) whilst lying at Glasgow, cause not stated. For further particulars please see Kobe Damage Report dated 14th October, 1940, attached hereto and Glasgow damage certificate dated 28th May, 1940.

NOW DONE:- The undersigned proceed on board the vessel, at the request of Messrs. Okada Gumi, with the consent of the Master:-

## FOUND

## RECOMMENDED

DAMAGE (1):- Starboard Side in No.4 Hold:-

Shell Plating, (Numbered from Aft.)

Two plates, No.5, each, in 3rd and 4th strake below To be renewed.  
main deck sheer strake, badly indented. (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								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;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.

For the information of the Committee.

Survey Fee (per Section 20)	Yen 375:00	Fees applied for, 30/10/ 1940
Special Damage Fee (if any)	Yen 20:00	Received by me, -
Special Attendance fee...	Yen 5:00	19
Travelling Expenses (if chargeable)		
Second Surveyor's Fee (if any)		

Committee's Minute

Character Assigned

See Lon. Rpt. 109075 a

K. Dakedaya  
Surveyor to Lloyd's Register of ShippingLloyd's Register  
Foundation

009721-009724 0174



**RECOMMENDED**

Two plates, No.4, each, in 2nd and 5th strakes	To be removed, faired & refitted.
below main deck sheer strake, indented.	

Main Frames etc:-

Two (B.A.) frames in way, slightly buckled. To be faired in place.

Two shell angles in way, indented. To be removed, faired & refitted.

Port Side in No.1 Hold:-

One plate, No.3 in 3rd below main deck sheer To be renewed.  
strake, badly indented.

Two plates, each, in 2nd and 3rd strakes To be faired in place.  
below main deck sheer, slightly indented.

8 (B.A.) frames, in way, buckled. To be removed, faired & refitted.

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]

In my opinion the vessel remains in seaworthy condition and it was recommended that the repairs be carried out at the first convenient opportunity.

The Classification and Freeboard Certificates will be returned for cancellation when received from the New Owners.