

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th July 1941 When handed in at Local Office 8/7/41 Port of Kobe

No. in Survey held at Kobe Date, First Survey 27/5/41 Last Survey 20/6 1941

Reg. Book. 77435 on the ~~Wood~~ ~~Iron~~ Steel M/V "KINUGASA MARU"

TONNAGE: Built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1936 MONTH 3

GROSS 8407 Owners Kokusai Kisen K.K. Owners' Address

UNDER DEK 7668 Managers Port belonging to Tokyo

NET 5020

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

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. (for Special Survey, Date of last Survey and of Periodical Surveys.)	Years Assigned (not entered)	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 with free-board 1,41.		*LMC (CS) 4,40/4,40 DBS 4,40 TS (CL) 3,40
Carrying oil cargo oil F.P. above 150°F. in deep tanks.		
ss Osa. No. 1-40.		
Society's Freeboard (if assigned) as painted on Ship and now verified		

Last Report, No. 11703 Port Kobe

(Periodical Surveys, when held, must be reported in detail and seriatim 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY

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

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass, steering engine and connection and general equipment examined and found or now placed in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected:

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

Deck <u>Good</u>	State if Tanks have been examined inside	---	Air and Sounding Pipes	---	Copper, or Y.M. of Wood Vessels (State if on Felt.)	---
Caulking of Decks	State if Tanks now tested	---	Dblng. Plates under Sounding Pipes	---	When put on, Month	---
Coamings	Bulkheads	<u>Good</u>	Engine Room Skylights	<u>Good</u>	Boats	<u>Good</u>
Beams & Fastenings	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	---	Masts, Yards, &c.	"
Outside Plating	Cement or Asphalt (State which.)	<u>Good</u>	Oil Bunkers	---	Condition, how ascertained	<u>From deck</u>
" " in way of sidelights	Rudder	"	Scuppers	<u>Good</u>	(State if wedges removed)	---
Breasthooks	Steering gear and its connections	"	Cargo Hatchways	"	Sails	---
Transoms	Windlass	"	Hatches	"	Equipment letter	<u>d</u>
Frames <u>Good</u>	Have pumps now been examined and found efficient?	---	Planking of Wood Vessels	---	Anchors, No. of	<u>3B. 1S.</u>
Reverse Frames	Have Sluice Valves now been examined and found efficient?	---	Caulking	ditto	Chain Locker	---
Longitudinals	Have Watertight Doors now been examined and found efficient?	---	Treenails	ditto	Cables, (State if now ranged)	---
Transverses	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson	ditto	" length <u>complete</u> mean diam.	---
Floors			Transoms Pointers, & Crutches	ditto	" Rule length <u>300 fms</u> size <u>2-8/16"</u>	---
Keelsons			Timbers of Frame at openings	ditto	Hawser & Warps	---
Stringers			Ditto Ditto at other places	ditto	Standing and Running Rigging	---
Inner Bottom Plating			Stringers, Clamps & Sheifs	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.

This vessel so far as now seen, is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 6,41.

Survey Fee (per Section 29)	Yen	115.00	Fees applied for, 8/7 1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£		Received by me, 19
Travelling Expenses (if chargeable) (Incl. Machinery)	Yen	1.00	
Second Surveyor's Fee (if any)	£		

FRI. 19 SEP 1941

Surveyor to Lloyd's Register of Shipping.

FRI. 23 MAY 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

010276-010282-0336

26709
16 SEP 1941
Yes Now.

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100A1 with free board 1.41
Carry cargo oil F.P. above 150°F. in deep tanks.
SS Osa. No. 1-40.