

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10/1/41 When handed in at Local Office 10th January 1941 Port of Kobe.

No. in Reg. Book. Survey held at Kobe. Date, First Survey 7/1/41 Last Survey 8/1/1941. (No. of Visits Two.)

77485 on the ~~Wood-bronze~~ Steel M.S. "KINUGASA MARU".

TONNAGE:- Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1936 3
 GROSS 8407 Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address
 UNDER DK. 7458 (if not already recorded in Appendix to Register Book).
 NET 5020 Managers Port belonging to Tokyo.

Surveyed Afloat or in Dry Dock? In Dry Dock 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.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3053 Port Man

(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

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

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 4,40 with freeboard		*LMC (CS) 4,40 4,40
		DBS 4,40
		TS (CL) 3,40

Carrying cargo oil F.P. above 150°F. in deep tanks.

ssOsa.No.1-40.

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 REPAIR OF DAMAGE stated to have been caused by the vessel touching slightly aground on the 26th October, 1940 at Baltimore, whilst coming into that port from New York. For further particulars see Kobe Damage Report dated 9th January, 1941, attached hereto.

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, windlass and steering engine and connections generally examined and found or now placed in good condition.

NOTE:- The Owners don't desire to have fresh date for this survey.

(P.T.O.).

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

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

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 my opinion, to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) -- --
 Special Damage or Repair Fee (if any) (per Sec. 29) Yen 50:00
 Travelling Expenses (if chargeable) Yen 10:00
 Second Surveyor's Fee (if any) £

Fees applied for,

9/1/1941

Received by me,

19

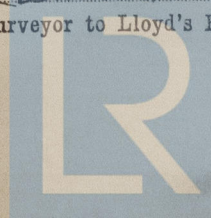
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

DUE. 11 MAR 1941

100%
 With freeboard
 Carr: Cargo oil



Lloyd's Register Foundation

010276 - 010282 - 0341

DAMAGE REPAIRS:-

One length of starboard side bilge keel, slightly buckled, and 11 keel plate connecting rivets to shell ban, started - now keel plate released and faired in place: Shell ban in way faired in place and 11 slack rivets renewed.

All disturbed parts recoated.

It is to be noted that this report is copied by Conving 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.

If Stockless, state Mechanical Tests

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.	lbs.			
	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.

[illegible]