

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15/8/40 When handed in at Local Office 23rd Aug 1940 Port of Kobe.
 No. in Survey held at Tama. Date, First Survey 29/6/40 Last Survey 17/7/1940.
 Reg. Book. 21590 on the Wood, Iron or Steel S/S "KISO MARU". (No. of Visits Five.)
 TONNAGE:— Built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1920 6
 GROSS 4071 Owners Syoyo Syosen Kabusiki Kaisya. Owners' Address
 UNDER DK. 3504 Managers Port belonging to Kobe.
 NET 2927

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage
 VB=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.

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

Last Report, No. 4477 Port Shi.

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

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 See below.

Was a damage report made by anyone else? If so, by whom? dated 2/4/39.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, PART S.S.2nd No.2 & REPAIR OF DAMAGE stated to have been caused "A" by bumping against the wharf on the 19th February 1939 at Muroan when coming into the port from Tokyo. "B" by striking some submerged objects on the 20th March 1939 whilst on a voyage from Kushiro to Miike. "C" by slightly touching aground on the 28th October 1939. For further particulars please see Shimonoseki and Kobe Damage Reports dated Shimonoseki 2nd April 1939 and Kobe 5th August 1940 for "A" & "B". Special Report not requested for "C".

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 connections and general equipment examined and found or now placed in good condition. (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 ...	9	—	—	—	—	—	—	—
Removed and Fair'd or Repaired ...	4	—	—	—	—	—	—	—
Fair'd or Repaired in place ...	7	70	—	—	—	—	—	—

PRESENT CONDITION OF THE		As/Rpt.			As/Rpt.		
Decks	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good, As/Rpt	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	Yes, As/Rpt.	Dblng. Plates under Sounding Pipes	Good, "	(State if on Felt).	--
Framings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Boats	Good
Outside Plating	"	Cement or Plaster	As/Rpt. Good	Oil Bunkers	--	Masts, Yards, &c.	"
" " in way of sidelights	--	(State which.)		Scuppers	Good	Condition, how ascertained	From deck.
Breasthooks	--	Rudder	Good	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	--	Steering gear and its connections	"	Hatches	"	Sails	--
Frames	Good	Windlass	"	Planking of Wood Vessels	--	Equipment letter	W
Reverse Frames	"	Have pumps now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
Longitudinals	--	Have Sluice Valves now been examined and found efficient?	--	Treenails	ditto	Chain Locker	--
Transverses	--	Have Watertight Doors now been examined and found efficient?	--	Breasthooks & Stemson	ditto	Cables (State if now ranged)	No
Floors	As/Rpt. Good	Have Ventilators and their Coamings been examined and found efficient?	--	Transoms Pointers, & Crutches	ditto	" length (on board)	stated complete.
Keelsons	"			Timbers of Frame at openings	ditto	" Rule length	size
Stringers	"			Ditto Ditto at other places	ditto	Hawser & Warps	--
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	--
				Salting (State if examined.)	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 and pND24, &c."

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 7,30 and the Notation S.S.No.2- with date - when the survey has been completed.

Survey Fee (per Section 29) Yen 200:00
 (A) Yen 250:00
 Special Damage or Repair Fee (if any) (B) Yen 200:00
 Travelling Expenses (if chargeable) Yen 135:00
 (Including Machinery)
 Second Surveyor's Fee (if any) £

Fees applied for, 5/8/1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 1000s Without

FRID 1 NOV 1940

FRID 22 MAY 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

010369-010377-0225 1/2

