

3 SEP 1940

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6/7/1940 When handed in at Local Office 15th July 1940 Port of Kobe
 No. in Survey held at Innoshima Date, First Survey 7/6/40 Last Survey 4/7/1940
 Reg. Book. 26711 on the Wood, Iron or Steel s/s "ITALY MARU" (No. of Visits FOUR)

TONNAGE— Built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919 MONTH 10
 GROSS 5859 Owners Tamai Syosen Kaisya, Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DEK. 5586 Managers (if not already recorded in Appendix to Register Book) Port belonging to Kobe
 NET 4258

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock Destined Voyage (blank)
 WB=Cell DBorDBa 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 11210 Port Kob

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.	Year Assigned and Cycle	Machinery and Boiler surveys (including date of N.B. if any)
*100A1	3,38	*LMC 2,37
Awning dk		BS 7,59
with freeboard.		TS(OQ) 7,39
ssKob.No.3-12,30.		
ssNag.No.1-34.		

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.

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

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 CONDITION SURVEY, COMPLETION OF S.S.2nd No.2 & REPAIR OF DAMAGE

stated to have been caused by a small wooden ship bumping against the vessel, and sinking, during heavy weather on the 9th and 10th August 1938 at an anchorage (not named). For further particulars please see Kobe Damage Reports dated 10th August 1939 and 6th July 1940.

NOW DONE:— Vessel placed in dry dock. 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, and general equipment examined and found or now placed in good condition.

Plating in way of ash shoots examined and found or now placed in good condition.
 Windlass and steering gear examined and found or now placed in good condition.

Cables ranged. (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 Fair'd or Repaired	--	--	--	--	--	--	--	--
Fair'd or Repaired in place	1	--	--	--	--	--	--	--

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt)
Condition of Decks <u>Good</u>	Yes. As/Rpt.	Good	When put on, Month <u>Year</u>
Condition of Bulkheads <u>Good</u>	Good	Good, As/Rpt.	Boats <u>Good</u>
Condition of Ceilings <u>Good</u>	Good	Good	Masts, Yards, &c. <u>"</u>
Condition of Cement or Asphalt (State which.) <u>Good</u>	Good	Good	Condition, how ascertained <u>From deck.</u>
Condition of Rudder <u>Good</u>	Good	Good	(State if wedges removed) <u>--</u>
Condition of Steering gear and its connections <u>Good</u>	Good	Good	Sails <u>--</u>
Condition of Windlass <u>Good</u>	Good	Good	Equipment letter <u>Y</u>
Condition of Pumps <u>Good</u>	Good	Good	Anchors, No. of <u>3B. 1S. 1K.</u>
Condition of Frames <u>Good</u>	Good	Good	Chain Locker <u>--</u>
Condition of Sluice Valves <u>Good</u>	Good	Good	Cables (State if now ranged) <u>Yes. 2-3/16"</u>
Condition of Watertight Doors <u>Good</u>	Good	Good	" length <u>270 fms. mean diam. 2"</u>
Condition of Ventilators <u>Good</u>	Good	Good	" Rule length <u>270 fms. size 2-3/16"</u>
Condition of Bottom Plating <u>Good</u>	Good	Good	Hawser & Warps <u>--</u>
			Standing and Running Rigging <u>--</u>

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 ptND24, &c."

This vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 7,40 and the Notation S.S.Kob.2nd No.2-39 as previously recommended.

Survey Fee (per Section 20)	Yen 185:00	Fees applied for, 6/7/1940
Special Damage or Repair Fee (if any) (per Sec. 20)	Yen 80:00	Received by me, 19
Travelling Expenses (if chargeable) (Including Machinery).	Yen 106:00	
Second Surveyor's Fee (if any)		

T. R. Rishworth
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010526-010536-0007 12

The Surveyor are requested not to write on or below the space for Counters

Is Certificate required? If so, to be sent to

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Committee's Minute
 Character Assigned
 7.40 Cl. 100A
 Dele 09. S.S. No. 2-39 + dmb 7/40

NOW DONE for Completion of S.S. 2nd No. 2:-

Reserve bunker, engine and boiler space cleared for survey, oxidation removed, examined and found or now placed in good condition, afterwards recoated.

No. 2 double bottom tank in way of reserve bunker and No. 3 double bottom tank (Engine and Boiler Room Tank) tested with a head of water as required by the rules and found tight.

After peak tank top plates and deck plates in lower tween deck bunkers have now been repaired as necessary and after peak tank tested in way of repairs and found tight.

S.R.L.:- EQUIPMENT.

One bower anchor and 15 fathoms of chain cable, of correct weight, size and test, which have been tested by the Teikoku Kaiji Kyokai was supplied in July 1939 as stated in the Kobe Report No. 11210. For particulars of the anchor and cable, please see the table below.

The Owners stated that they could not obtain LLOYD'S tested equipment and request that the above equipment be accepted in this instance.

The Owners proposal is submitted for favourable consideration and if approved the Notation "A & C.P." should be deleted from the Register Book.

INDENTED PLATE.

No. 1 plate in 5th strake below sheer strake on port side aft now placed in good condition, as stated below.

This restriction should be deleted from the Special Reasons List.

REPAIRS DUE TO DAMAGE:-

No. 1 plate in the 5th strake below upper deck sheer strake, -art released, faired in place and rivetted.

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

Number of Certificate.	Anchors*	WEIGHT, EX. STOCK.		TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.			
1st Bower	36064	3,610	Kgs.	55,300	Kgs.	---	---	---	---	Stockless	Osaka Teikoku Kaiji Kyokai.	
2nd "	71											
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.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu-try.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	27.8	2 1/2	Kgs.	Kgs.	2,082	Kgs.	---	---	Std Link	Nakata Seisa-sho.	Osaka, Teikoku Kaiji Kyokai.
Iron Stream Chain or Steel Wire...											

REPAIRS DUE TO WEAR AND TEAR:-

Forward Shell Plates:-

No. 3 plate in 4th strake below upper deck sheer strake on port side - renewed.

No. 3 plate in 5th strake below upper deck sheer strake on starboard side - renewed.

One stem shoe - 8' - 0" in length - fitted.

Upper Deck:-

1 deck plate abreast No. 3 hatch on starboard side - part renewed.

1 deck plate on starboard side abreast boiler casing - part doubled. (Cont.).

WEAR AND TEAR REPAIRS:- (Cont.).

2nd Deck:-

2 deck plates on port side in reserve bunker - part renewed.

2 deck plates in port side bunker - renewed.

3rd Deck:-

In reserve bunker on port side - 6 deck plates renewed, 1 deck plate - part renewed and on starboard side - 2 deck plates renewed.

2 deck plate in starboard side bunker - part doubled.

6 after peak tank top plates - renewed.

Inner Bottom:-

4 inner bottom plates (2 P & 2 S) in reserve bunker - part renewed.

Frames:-

50 angle tween deck frames (25 P & 25 S) in way of No. 4 hold - part renewed and part doubled.

Both gypsy wheels of windlass - renewed.

On completion of above repairs tested as necessary and found tight.

T.K.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

