

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th Apr. 40 When handed in at Local Office 18th April 40 Port of SHIMONOSEKI.

No. in Survey held at MOJI Date, First Survey 8th April Last Survey 11th April 1940.

Reg. Book. 27452 on the ~~Kanbun~~ Steel Single Screw Steamer "KEIHUKU MARU"

Tonnage: - Built at Kobe By whom Kawasaki Dykd Co. Ltd. When 1919 1

GROSS 5833 Owners Daiko Syosen K.K. Owners' Address /

UNDER DEK. 5552 Managers Yamashita Kisen K.K. Port belonging to Takamatsu

NET 4241 Destined Voyage /

Surveyed Afloat or in Dry Dock? Afloat Name of Dock / Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11011 Port Kob

(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 Offered & Accepted 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 Damage, stated to have been caused by vessel striking wharf on the 7th April 1940 whilst coming alongside the wharf/shifting berth at certain port.
For further particulars see Simonoseki damage report, dated 17th April 1940 copy attached hereto.

Damage:- FOUND. (Port side in way of No.1 Hold).

Shell plate No.3 in 4th strake below sheer slightly indented.	To be faired in place.
Shell plate No.3 in 5th strake below sheer cracked & indented.	To be renewed.
One frame in way of above set in.	To be removed, faired & refitted.
One web frame shell angle in way of above slightly set in.	To be faired in place.
Stringer plate in way of above slightly buckled.	To be released & faired in place.
Two shell angles of the stringer buckled.	To be removed, faired & refitted.

Temporary Repairs:- As the vessel was urgently required the following temporary repairs have been carried out at this time.

Indented shell plating slightly faired, crack cut out and electrically welded up and covered with a doubling 3'-6" x 3'-6" and afterward hose tested and found tight.

Note:- It is stated that the Special survey will be held in about next May or June.

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

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of "No. 1-38."

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. Subject to 2 lengths of Chain cable being renewed at the earliest opportunity and permanent repairs to indented shell plates (p.s.f) being effected at the Owners convenience.

Survey Fee (per Section 29)	£	Fees applied for, 17. 4. 19.40
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 75:00	Received by me, 19.
Travelling Expenses (if chargeable)	£ 1:00	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

FRI. 21 JUN 1940

Deferred for 2nd No. 2/40

Surveyor to Lloyd's Register of Shipping.

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