

REPORT of SURVEY for REPAIRS, &c.

of writing Report 28/2/39 When handed in at Local Office 28th Feb. 39 Port of Kobe.

Survey held at Osaka. Date, First Survey 13/2/39 Last Survey 20/2/1939.

on the ~~U.S.S. "MALACCA MARU"~~ U.S. "MALACCA MARU".

TONNAGE:— Built at Kobe. By whom Mitsubishi Zosen Kaisha, Ltd. When 1920 6

ROSS 5374 Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).

IDER DK. 4848 Managers Port belonging to Tokyo.

3211

veyed Afloat or in Dry Dock? Both Name of Dock Sakurajima Dock. Destined Voyage

=CellDBorDBa feet; uE&B feet; f feet

capacity tons. FPT tons; APT tons; MT feet tons.

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

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 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.

t Report, No. 6427 Port Yka

ical Surveys, when held, must be reported in detail and aristim in the terms of the Rules. State clearly the account of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the account of Anchors or Chains is reported the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he erred his services for this purpose and to whom and why they were declined

CHARACTER.	Year last Survey and of Periodical Surveys.	Year last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B. if any).
*100A1	6,38	*IMC	8,36
		BS	6,38
		TS(OL)	5,37
ssyKa.No.3-8,32.			
ssyKa.No.1-36.			

Society's Freeboard (if assigned) as painted on Ship and now verified

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

IRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY & COMMENCEMENT OF S.S.No.2.

DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, and or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, windlass, steering with rs and equipment generally examined and found or now placed in good condition.

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

DONE AS PART S.S.No.2:-

Nos.1, 4 & 5 holds, tween decks, fore and after peaks, chain locker, engine space, er bridge and tween deck bunkers cleared for survey, ceiling lifted as required by rules, dation removed carefully examined and found or now placed in good condition, afterwards recoated. Fore and after peak tanks and No.2 double bottom tanks examined internally and (P.T.O.).

RY 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								
Repaired or Repaired in place								
CONDITION OF THE								
Good								
of Decks								
Fastenings								
Plating								
in way of sidelights								
Good								
Frames								
inals								
As/Rept. Good								
State if Tanks have been examined inside								
State if Tanks now tested								
Bulkheads								
Ceiling								
Cement								
Rudder								
Steering gear and its connections								
Windlass								
Have pumps now been examined and found efficient?								
Have Sluice Valves now been examined and found efficient?								
Have Watertight Doors now been examined and found efficient?								
Have Ventilators and their Coamings been examined and found efficient?								
Air and Sounding Pipes								
Dbng. Plates under Sounding Pipes								
Engine Room Skylights								
Coal Bunkers, Open'gs, Lids, &c								
Oil Bunkers								
Scuppers								
Cargo Hatchways								
Hatches								
Planking of Wood Vessels								
Caulking								
Treenails								
Breasthooks & Stems								
Transoms Pointers, & Crutches								
Timbers of Frame at openings								
Ditto Ditto at other places								
Stringers, Clamps & Shells								
Salting (state if examined.)								
Copper, or Y.M. of Wood Vessels (State if on Felt).								
When put on, Month								
Boats								
Masts, Yards, &c.								
Condition, how ascertained								
(State if wedges removed)								
Sails								
Equipment letter								
Anchors, No. of								
Chain Locker								
Cables (State if now ranged)								
length (on board)								
Rule length								
Hawser & Warps								
Standing and Running Rigging								

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 ptd24, &c."

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 2,39 and to have the notation S.S. No.2 -with late- when the Special Survey has been completed.

vey Fee (per Section 20) Yen 245:00

cial Damage or Repair Fee (if any) —

elling Expenses (if chargeable) Yen 34:00

Including Machinery).

ond Surveyor's Fee (if any) —

Fees applied for, 23/2/19.39

Received by me, 19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE 4 APR 1939

Lloyd's Register Foundation

W427-0029

TO COMPLETE THE S.S.No.2:-

REPAIRS DUE TO WEAR AND TEAR:-

Other minor repairs effected.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.