

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16th May 38 When handed in at Local Office 16th May 38 Port of SHIMONOSEKI.
 No. in Reg. Book. Survey held at HIKOSHIMA & NAGASAKI. Date, First Survey 3rd May Last Survey 5th May 1938
 on the Wood Iron or Steel Single Screw Steamer "C O R A T O" (No. of Visits 2)

CHECK BY
147

TONNAGE:— Built at Sunderland By whom Sir. J. Laing & Sons. Ld. When 1918 YEAR. MONTH. 9
 GROSS 5563 Owners Hadley Shipping Co. Ld. Owners' Address /
 UNDER DK. 4703 Managers / Port belonging to London.
 NET 3476

Surveyed Afloat or in Dry Dock? Afloat Name of Dock / Destined Voyage /
 WB=Cell DBor DBa 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. 6094 Port Sing

(Periodical Surveys, when held, must be reported in detail and serially 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

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned, entered.	Machinery and Boiler Surveys (including date of N.E., if any).
*100AI 5-37		*LMC
ssH.Kg No. 3-4 31		MS-5-35
ssYka. No. 1-35		BS 5-37
FIRED FOR OIL FUEL 9/8		CN 8-36
Carrying Oil Fuel in bulk		
above 150° F. flash point		
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 Survey on account of grounding stated due to Low tide on the 3rd May 1938 at Hikoshima, Shimonoseki, whilst vessel was lying at anchor.

Now Done:- Grounding sea water examined care fully, when all cargo oil tanks were under loaded condition except No.5 tank which was partially discharged, and No sign of oil leakage found.
No.5 cargo oil tank examined internally after discharge and cleaned and no damage nor leakage found.
All double bottom tanks & peak tanks sounded and proven tight.
Vessel was also examined by a diver, who reported no damage to bottom, rudder nor stern frame.

Special Reasons List:- Not dealt with at this time.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

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). When put on, Month Year
State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition not ascertained
Cement or Asphalt (State when)	Oil Bunkers	(State if wedges removed)
Rudder	Scuppers	Sails
Steering gear and its connections	Cargo Hatchways	Equipment letter
Windlass	Hatches	Anchors, No. of
Have pumps now been examined and found efficient?	Planking of Wood Vessels	Chain Locker
Have Sluice Valves now been examined and found efficient?	Caulking ditto	Cables (State if now ranged)
Have Watertight Doors now been examined and found efficient?	Tree-nails ditto	length mean diamr. (on board)
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemon ditto	Rule length size
	Transoms Pointers, & Crutches ditto	Hawser & Warps
	Timbers of Frame at openings ditto	Standing and Running Rigging
	Ditto Ditto at other places ditto	
	Stringers, Clamps & Shells ditto	
	Salting ditto	
	(State if examined.)	

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 pLND24, &c."

is 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 examination in dry dock at first convenient opportunity and indented shell plating in C strake (s.s) being dealt with.

Survey Fee (per Section 29)	£	:	:	
Additional Damage or Repair Fee (if any) (per Sec. 29)	£	8-8-0	:	
Selling Expenses (if chargeable)	£	1-3-10	:	
and Surveyor's Fee (if any)	£	:	:	

W. J. Laing
 Fees applied for, 10/6/38
 Received by me, 19

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

Committee's Minute

FRI 24 JUN 1938

Character Assigned

Referred for dry docking



Lloyd's Register Foundation

W 497-0328