

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st Jan 1931. When handed in at Local Office 21/1/31. Port of YOKOHAMA
No. in Survey held at Yokohama Date, First Survey and Last Survey 20th January 1931.
Reg. Book. 75177 on the Wood, Iron or Steel S.S. "KANJU MARU" (No. of Visits 1)
TONNAGE:— Built at Harima Dockyard By whom Kobe Steel Works. YEAR. MONTH.
GROSS 6515 Owners Asahi Sekiyu Kaisha When 1929 5
UNDER DK. 5691 Owners' Address (if not already recorded in Appendix to Register Book).
NET 3847 Managers Port belonging to Tokuyama.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Tokio Bay Destined Voyage
WB=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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7129 Port Kob

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.

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 sustained through a collision with the Japanese warship "NAGATO" at Yokosuka on the 18th January 1931 at 8-15 AM. Found:— Stem bar slightly set over to port for about 2 inches for about 4 feet at the 24 foot mark. Two stem plates on each side indented. Recommended that stem bar be faired in place and the four stem plates removed, faired & refitted or faired in place. As vessel was leaving at once and permanent repairs could not be carried out, the forepeak tank was examined internally and the rivets tested. It was recommended as a temporary repair that a cement box be fitted in the forepeak tank in way of damaged stem bar. The Captain stated he would have this fitted as soon as vessel sailed. All the rivets in way of damage found sound & tight. It is recommended that the stem bar & stem plates below water line be examined at the next drydocking. Permanent repairs the Captain stated will be carried out next May.

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

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Expt.)
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	When put on, Month Year
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Beams & Fastenings	Ceiling	Scuppers	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Breasthooks	Rudder	Hatches	Sails
Transoms	Steering gear and its connections	Planking of Wood Vessels	Equipment letter
Frames	Windlass	Caulking ditto	Anchors, No. of
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Longitudinals	Have Stem Valves now been examined and found efficient?	Breasthooks & Stemson ditto	length size (on board)
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Rule length size
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
Keelsons		Ditto ditto at other places ditto	Standing and Running Rigging
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		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 ptnd24, &c."

This vessel is eligible in my opinion to remain as classed without fresh record of Survey, subject to the stem bar & stem plates below water line being examined at next drydocking and permanent repairs carried out.

Survey Fee (per Section 20)	£	Fees applied for, 20/1/31
Special Damage or Repair Fee (if any) (per Sec. 20)	YEN. 50.00	Received by me, 19
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

FRI. 20 FEB 1931

FRI. 15 MAY 1931

Surveyor to Lloyd's Register of Shipping



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