

REPORT of SURVEY for REPAIRS, &C.

Date of writing Report: 10/4/41. When handed in at Local Office: 11th Apr. 1941. Port of: Kobe.

No. in Reg. Book: 322-14. Survey held at: Innoshima. Date, First Survey: 11/3/41. Last Survey: 24/3/1941. (No. of Visits: Three.)

83455 on the ~~Wood, Iron & Steel~~ S/S "SINGO MARU".

TONNAGE: Built at: Uraga. By whom: Uraga Dock Co. Ltd. When: 1917 5

GROSS: 4740. Owners: Kuribayashi Syosen K.K. Owners' Address: (if not already recorded in Appendix to Register Book).

UNDER DEK: 4034. Managers: Port belonging to: Murooran.

NET: 3423. Surveyed Afloat or in Dry Dock? Both. Name of Dock: Innoshima Dock. Destined Voyage:

WB=CellDBorDBa feet; uE&B feet; f feet. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. N.B. All alterations in the existing records should be underlined.

Last Report, No. 11684 Port Kobe

CHARACTER: *100A1 11.39. Machinery and Boiler Surveys (including date of N.B., in any): *LMC 11.39 TS(CL) 11.39

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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.R.L. & REPAIR OF DAMAGE stated to have been caused by the vessel striking Moto-Wanisi Wharf at Murooran on the 24th February, 1941, whilst coming alongside. For further particulars please see Kobe Damage Report dated 26th March, 1941 attached hereto.

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

REPAIRS DUE TO DAMAGE:-

Middle part of stem bar - about 20'-6" in length renewed and lower part about 5'-0" faired in place.

Shell plates. (Plates numbered from Stem).

No.1 plates, "B-1", "D-1" and "E-1" - renewed, and "A-1" and "C-1" - cropped and part renewed on the port side. (P.T.O.).

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:- A/R/P/T.
Renewed	7	✓	✓	✓	✓	✓	✓	STEM BAR 20'-6" RENEWED AND 5'-0" REPAIRED IN PLACE.
Removed and Faired or Repaired	2 PART RENEWED	2	✓	✓	✓	✓	✓	
Faired or Repaired in place	✓	2	✓	✓	✓	✓	✓	

ESSENTIAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vell.)
King of Decks	State if Tanks now tested	Dbng. Plates under Sounding Pipes	When put on, Month Year
ings	Bulkheads	Engine Room Skylights	Boats
as & Fastenings	Ceiling	Coat Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
ide Plating	Cement or Asphalt (State which.)	Oil Bunkers	Condition now ascertained
in way of sidelights	Rudder	Scuppers	(State if wedges removed)
thooks	Steering gear and its connections	Cargo Hatchways	Sails
oms	Windlass	Hatches	Equipment letter
es	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
se Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
udinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
verses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	length mean diam. (on board)
ns		Transoms Pointers, & Crutches ditto	Rule length size
rs		Timbers of Frame at openings ditto	Hawser & Warps
Bottom Plating		Ditto Ditto at other places ditto	Standing and Running Rigging
		Stringers, Clamps & Shefts ditto	
		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.

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to continued as classed and to have the Notation S.S.2nd No.3 (with date) when the special survey has been completed as previously recommended.

Survey Fee (per Section 29) £ -- -- Fees applied for, 1/4/1941

Special Damage or Repair Fee (if any) Yen 250:00 Received by me, 4/4/1941

Travelling Expenses (if chargeable) Yen 47:00

Second Surveyor's Fee (if any) £

Committee's Minute TUE. 12 AUG 1941

Character Assigned 100A1 B

FRI. 5 JUN 1942 OMT CLASS ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping. 008248-008257-0212

24 JUL 1941

366



Is Certificate required? If so, to be sent in

No.1 plates, "B-1", "D-1", "E-1" and "F-1" - renewed and "A-1" and "C-1" - cropped and part renewed on the Starboard Side.

In Fore Peak Tank:-

One main frame on each port and starboard sides - removed, faired and refitted.

One main frame on each port and starboard sides, - faired in place.

One deep floor plate with top angle - removed, faired and refitted.

One upper panting stringer plate - cropped and part renewed and shell angle in way - renewed.

2 lower panting stringer plates and one stringer angle - renewed and 6 shell angles - removed, faired and refitted.

One fore peak tank top plate - cropped and part renewed.

Fore peak tank cleaned and recaulked.

In the vicinity of the damage - slack and started rivets renewed or recaulked and leaky seams recaulked as found necessary.

All removals necessary to effect repairs replaced in good order, shell repairs hose tested, fore peak tank tested and found tight afterwards repaired part recoated where necessary on completion of repairs.

S.R.L.:- Nothing done towards the completion of S.S.2nd No.3 at this time. *AA*

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ..															
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain } or Steel Wire.... }											

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.