

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25th June 41 When handed in at Local Office 1st July 1941 Port of Kobe

No. in Reg. Book 33644
 Survey held at Innoshima Date, First Survey 27/5/41 Last Survey 16/6 1941
 on the ~~Woods Iron~~ Steel S/S "TONE MARU" (No. of Visits 5)
 TONNAGE: Built at Tama By whom Mitsui Bussan Kaisha When 1920
 GROSS 4070 Owners Tamai Syosen K.K. Owners' Address
 UNDEX DK. 3504 Managers (if not already recorded in Appendix to Register Book).
 NET 2514 Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock 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.

Last Report, No. 11391 Port Kobe

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned How expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1, 2,40		*LMC 2,40 TS(CL) 1,39
Carrying mollasses in deep tanks.		
ssKob.No.3-5,33 ssKob.No.1-36.		
Society's Freeboard (if assigned) as } painted on Ship and now verified } .. fl. .. ins.		

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, COMPLETION OF S.S.2ND NO.2 (SRL) and REPAIR OF DAMAGE stated to have been caused by colliding with a vessel on the 1st May 1941. (The name of vessel and port not stated). Damage Report not requested.

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

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

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

COMPLETION OF S.S. 2ND NO.2 (SRL):-

Fore and aft deep tanks tested by head of water as required by rules and found tight.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	✓	✓	✓	✓	✓	✓	✓	As/RPT.
Removed and Faired or Repaired	2	✓	✓	✓	✓	✓	✓	
Faired or Repaired in place	2	2	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside --	Air and Sounding Pipes --	Copper, or Y.M. of Wood Vessels --
Caulking of Decks "	State if Tanks now tested Yes, as/rpt.	Dbng. Plates under Sounding Pipes --	(State if on Fett.) When put on, Month -- Year --
Coamings "	Bulkheads --	Engine Room Skylights Good	Boats Good
Beams & Fastenings "	Ceiling --	Coal Bunkers, Open'gs, Lids, &c. --	Masts, Yards, &c. "
Outside Plating "	Cement or Asphalt (State which.) --	Oil Bunkers --	Condition, how ascertained From deck
" " in way of sidelights --	Rudder Good	Scuppers --	(State if wedges removed) --
Breasthooks --	Steering gear and its connections "	Cargo Hatchways Good	Sails --
Transoms --	Windlass "	Hatches --	Equipment letter W
Frames --	Have pumps now been examined and found efficient? --	Planking of Wood Vessels --	Anchors, No. of 3B. 1S. 1K.
Reverse Frames --	Have Sluice Valves now been examined and found efficient? --	Caulking ditto --	Chain Locker --
Longitudinals --	Have Watertight Doors now been examined and found efficient? --	Treenails ditto --	Cables (State if now ranged) --
Transverses --	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson ditto --	" length Complete to mean diamr. (on board) 270 fms size 2-1/16"
Floors --		Transoms Pointers, & Crutches ditto --	Hawser & Warps --
Keelsons --		Timbers of Frame at openings ditto --	Standing and Running Rigging --
Stringers --		Ditto Ditto at other places ditto --	
Inner Bottom Plating --		Stringers, Clamps & Shelves 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.

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 6,41 and the Notation S.S.Kob.2nd No.2-40 as previously recommended.

Survey Fee (per Section 20)	Yen 185.00	Fees applied for, 23/6 1941
Special Damage or Repair Fee (if any) (per Sec. 20)	X	Received by me, 30/6/1941
Travelling Expenses (if chargeable) (Incl. Machinery)	Yen 61.00	
Second Surveyor's Fee (if any)	£	

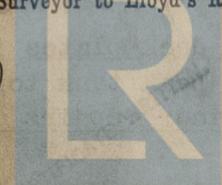
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 OCT 1941

Character Assigned

100A1 without spl and
 Can mollasses in deep tanks
 SS No 2-40 + LMC 6.41



Lloyd's Register Foundation

007139-007149-0143

