

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 Survey held at Innoshima Date, First Survey 27/5/41 Last Survey 16/6 1941
 Reg. Book 33644 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
 UNDER DECK 3504 Managers Port belonging to Kobe
 NET 2514

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

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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now 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		

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 <u>Good</u>	State if Tanks have been examined inside <u>--</u>	Air and Sounding Pipes <u>--</u>	Copper, or Y.M. of Wood Vessels <u>--</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes, as/rpt.</u>	Dblng. Plates under Sounding Pipes <u>--</u>	(State if on Fett.) <u>--</u>
Coamings <u>"</u>	Bulkheads <u>--</u>	Engine Room Skylights <u>Good</u>	When put on, Month <u>--</u> Year <u>--</u>
Beams & Fastenings <u>"</u>	Ceiling <u>--</u>	Coal Bunkers, Open'gs, Lids, &c. <u>--</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Cement or Asphalt <u>--</u>	Oil Bunkers <u>--</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>--</u>	Rudder <u>Good</u>	Scuppers <u>--</u>	Condition, how ascertained <u>From deck</u>
Breasthooks <u>--</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	(State if wedges removed) <u>--</u>
Transoms <u>--</u>	Windlass <u>"</u>	Hatches <u>"</u>	Sails <u>--</u>
Frames <u>--</u>	Have pumps now been examined and found efficient? <u>--</u>	Planking of Wood Vessels <u>--</u>	Equipment letter <u>W</u>
Reverse Frames <u>--</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	Caulking ditto <u>--</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Longitudinals <u>--</u>	Have Watertight Doors now been examined and found efficient? <u>--</u>	Treenails ditto <u>--</u>	Chain Locker <u>--</u>
Transverses <u>--</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>--</u>	Cables (State if now ranged) <u>--</u>
Floors <u>--</u>		Transoms Pointers, & Crutches ditto <u>--</u>	" length <u>Complete</u> mean diamr. <u>--</u>
Keelsons <u>--</u>		Timbers of Frame at openings ditto <u>--</u>	" (on board) <u>--</u>
Stringers <u>--</u>		Ditto Ditto at other places ditto <u>--</u>	" Rule length <u>270 fms</u> size <u>2-1/16"</u>
Inner Bottom Plating <u>--</u>		Stringers, Clamps & Shelves ditto <u>--</u>	Hawser & Warps <u>--</u>
		Salting ditto <u>--</u>	Standing and Running Rigging <u>--</u>
		(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) X
 Travelling Expenses (if chargeable) Yen 61.00 Received by me, 30/6/1941
 (Incl. Machinery)
 Second Surveyor's Fee (if any) £

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 3 OCT 1941

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

Lloyd's Register Foundation

007139-007149-0143

Note:- The whole of the Rules requirements for S.S.2nd No.2 have now been complied with.

ON STARBOARD SIDE.

Shell Plates:-

2-shell plates, "H-5" and "J-5" (from aft) indented - now removed, faired and refitted.

2-main frames in way of above, slightly buckled - now faired in place.

2-shell plates, No.2 plate in forecastle sheerstrake and No.3 plate next below, slightly indented - now faired in place.

Bulwark:-

Bulwark plate in aft well about 36'-0" in length, slightly buckled - now
faired in place.

Bulwark top rail (B.A.) in way of above about 36'-0" in length, buckled - now removed, faired and refitted.

3-bulwark angle stays, slightly bent - now faired in place.

One boat davit, bent - now removed, repaired and refitted.

2-steel wire ropes (3 $\frac{1}{4}$ " x 218m) broken - now supplied.

All removals necessary to effect repairs now placed in good order.

On completion, repaired shell plates hose tested and found tight, new and

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

ANCHORS.

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

CHAIN CABLES.

[illegible]

disturbed work recoated where necessary.

REPAIRS DUE TO WEAR AND TEAR:-

Nos. 1 & 2 shell plates (from stem) in 5 strake below upper deck sheerstrake on each port and starboard side - renewed.

9 inner bottom plates (4-p, 2-c and 3-s) in way of No.1 hold - renewed.

4 inner bottom plates under starboard boiler - doubled.

2 upper deck plates abaft No.4 hatch - renewed.

6 - 2nd deck plates in No.1 hold - renewed.

5 after peak tank top plates (2-p, 1-c and 2-s) - renewed.

Other minor repairs carried out.