

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 16/10/1940 When handed in at Local Office 16<sup>th</sup> Oct 1940 Port of Kobe.No. in Survey held at Tama. Date, First Survey 30/9/40 Last Survey 11/10/1940.  
Reg. Book. (No. of Visits Three.)30253 on the ~~Wooden~~ Steel M.S. "NATISAN MARU".

TONNAGE: Built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931 12

GROSS 4434

Owners Mitsui Bussan Kaisha, Ltd.

Owners' Address  
(if not already recorded in Appendix to Register Book).

UNDER DK. 3559

Managers

Port belonging to Kobe.

NET 2546

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.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.	Years Assigned now actual.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 12,39		*LMC (CS) 12,39
with freeboard		12,38
		DBS 12,39
		TS (CL) 4,38

Last Report, No. 11351 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

ssTama No.2-39.  
Society's Freeboard (if assigned) as            ft.            ins.  
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

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

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass, steering engine and connections and equipment generally examined and found or now placed in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

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

## PRESENT CONDITION OF THE

Deck# 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	--	Dblg. Plates under Sounding Pipes	--	(State if on Vett.)	--
Coamings "	Bulkheads Good	--	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings "	Ceiling "	--	Coal Bunkers, Open'gs, Lids, &c.	--	Boats	Good
Outside Plating "	Cement or Asphalt (State which.)	--	Oil Bunkers	--	Masts, Yards, &c.	"
" " in way of sidelights	Rudder Good	--	Scuppers	Good	Condition, how ascertained	From deck.
Breasthooks	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	Windlass	"	Hatches	"	Sails	--
Frames Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Equipment letter	--
Reverse Frames "	Have Sluice Valves now been examined and found efficient?	--	Caulking ditto	--	Anchors, No. of	3B. 1S.
Longitudinals	Have Watertight Doors now been examined and found efficient?	--	Treenails ditto	--	Chain Locker	--
Transverses	Have Ventilators and their Coamings been examined and found efficient?	--	Breasthooks & Stemson ditto	--	Cables (State if now ranged)	No
Floors		--	Transoms Pointers, & Crutches ditto	--	" length, Stated complete.	--
Keelsons		--	Timbers of Frame at openings ditto	--	" (on board)	--
Stringers		--	Ditto Ditto at other places ditto	--	" Rule length	size
Inner Bottom Plating		--	Stringers, Clamps & Shells ditto	--	Hawser & Warps	--
	and found efficient? Yes.	--	Salting ditto	--	Standing and Running Rigging	--

## General Observations, Opinion as to Class, Recommendation, &amp;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 10,40.

Survey Fee (per Section 20)	Yen 115:00	Fees applied for, 15/10/1940
Special Damage or Repair Fee (if any) (per Sec. 20)	--	Received by me, 19
Travelling Expenses (if chargeable) (Including Machinery).	Yen 36:00	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

TUE. 13 MAY 1941

WED. 27 MAY 1942

OMIT CLASS ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007352-007362-0069