

DISCLOSED (Received at London Office FEB -1 1941) DISCLOSED BAY No. 1679/16

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11/12/1940 when handed in at Local Office 14 Dec 1940 Port of Kobe.

No. in Reg. Book 84518 Survey held at Harima. Date, First Survey 22/11/40 Last Survey 2/12/1940. (No. of Visits Three.)

on the ~~Wood~~ ~~Iron~~ Steel S/S "TATIBANA MARU". (P) Built at Harima. By whom Kobe Steel Works, Ltd. When 1921 6

TONNAGE: GROSS 6522 Owners Asahi Sekiyu Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book) Managers Port belonging to Tokyo.

UNDER DEK 5679 NET 3863

Surveyed Afloat or in Dry Dock? Both Name of Dock Harima 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. 2553 Port Smb

(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

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, holds and tween deck spaces, windlass and steering gears and equipment generally examined and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Port Side No.5 fresh water double bottom tank - 2 top plates - renewed and tested by a head of water as per 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								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks Good	State if Tanks have been examined inside --
Caulking of Decks "	State if Tanks now tested Yes, As/Rpt.
Coamings "	Bulkheads Good
Beams & Fastenings "	Ceiling "
Outside Plating "	Cement or Asphalt (state which) --
" " in way of sidelights --	Rudder Good
Breasthooks --	Steering gear and its connections "
Transoms --	Windlass "
Frames --	Have pumps now been examined and found efficient? --
Reverse Frames Good	Have Sluice Valves now been examined and found efficient? --
Longitudinals "	Have Watertight Doors now been examined and found efficient? --
Transverses --	Have Ventilators and their Coamings been examined and found efficient? Yes.
Floors --	
Keelsons --	
Stringers --	
Inner Bottom Plating --	
Air and Sounding Pipes --	
Dbng. Plates under Sounding Pipes --	
Engine Room Skylights Good	
Coal Bunkers, Open'gs, Lids, &c. --	
Oil Bunkers --	
Scuppers Good	
Cargo Hatchways "	
Hatches "	
Planking of Wood Vessels --	
Caulking ditto --	
Treenails ditto --	
Breasthooks & Stems ditto --	
Transoms Pointers, & Crutches ditto --	
Timbers of Frame at openings ditto --	
Ditto Ditto at other places ditto --	
Stringers, Clamps & Shelves ditto --	
Salting ditto --	
Copper, or Y.M. of Wood Vessels (state if on Ext.) --	
When put on, Month -- Year --	
Boats Good	
Masts, Yards, &c. "	
Condition, how ascertained From deck.	
(state if wedges removed) --	
Sails --	
Equipment letter at	
Anchors, No. of 3B. 1S. 1K.	
Chain Locker --	
Cables (state if now ranged) No	
" length (on board) Stated complete.	
" Rule length 270 fms. size 2-5/16"	
Hawser & Warps --	
Standing and Running Rigging --	

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.

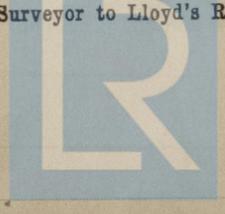
This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 12,40.

Survey Fee (per Section 29) Yen 115:00	Fees applied for, 2/12/1940
Special Damage or Repair Fee (if any) (per Sec. 29) E --	Received by me, 14/12/1940
Travelling Expenses (if chargeable) (Including Machinery). Yen 60:00	
Second Surveyor's Fee (if any) E	

Committee's Minute FRI. 7 FEB 1941

Character Assigned note J.P. Cyl Care: pet. in bulk Fitt. for oil fuel + dmb. 12.40

K. D. Daxadaya
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping
Foundation
008168-008176-0119

3-FEB 1941

10m. 11. 17. Transfer Ink. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

