

16 JUN 1941

No. 11760

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 31/3/41 When handed in at Local Office 5/4/41 Port of Kobe.

No. in Reg. Book. Survey held at Innoshima.

Date, First Survey 13/2/41 Last Survey 8/3/1941.

84508 on the ~~Wood, Iron or Steel~~ S/S "TASMANIA MARU".

TONNAGE:- Built at Kobe.

By whom Kawasaki Dockyard Co. Ltd. When 1919 11

GROSS 4106 Owners Okada Gumi K.K.

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

UNDER DECK 3613

Port belonging to Osaka.

NET 2520 Managers

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

B=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. 2564. Port Smk.

Periodical Surveys, when held, must be reported in detail and serially 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.

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, PART S.S. 2nd No. 2, and REPAIRS OF DAMAGE

stated to have been caused by bumping against No. 5 wharf at Chinwangtao, on the 12th December, 1940, whilst coming alongside. For further particulars please see Kobe Damage Report dated 12th March, 1941 attached hereto.

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 engine and equipment generally examined and found or now placed in good condition.

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

(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	2	✓	✓	✓	✓	✓	✓	✓
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Fair'd or Repaired in place	3	5	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE

As/Rept.

Decks	Good	State if Tanks have been examined inside	Yes/	Air and Sounding Pipes	Good, As/Rept.	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	Yes, As/Rept.	Dblg. Plates under Sounding Pipes	Good "	(State if on Felt.)	-- Year --
Coamings	"	Bulkheads	As/Rept. Good	Engine Room Skylights	Good	When put on, Month	--
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c	As/Rept. Good	Boats	Good
Outside Plating	"	Cement as above	"	Oil Bunkers	--	Masts, Yards, &c.	"
" " in way of sidelights	--	Rudder	Good	Scuppers	Good, As/Rept.	Condition, how ascertained	From deck.
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	Good	(State if wedges removed)	--
Transoms	--	Windlass	"	Hatches	"	Sails	--
Frames	Good	Have pumps now been examined and found efficient?	Yes.	Planking of Wood Vessels	--	Equipment letter	V
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto --	Anchors, No. of	3B. 1S. 1K.
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	Yes.	Treenails	ditto --	Chain Locker	Good
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto --	Cables (State if now ranged)	No
Floors	As/Rept. Good			Transoms Pointers, & Crutches	ditto --	" length (on board)	Stated complete.
Keelsons	"			Timbers of Frame at openings	ditto --	" Rule length	270 fms. size 2"
Stringers	"			Ditto Ditto at other places	ditto --	Hawser & Warps	--
Inner Bottom Plating	"			Stringers, Clamps & Sheifs	ditto --	Standing and Running Rigging	--
				Salting	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 be continued as classed and to have the Notation S.S. 2nd No. 2 (with date) and fresh record of survey 3,41 when the Special Survey has been completed.

Survey Fee (per Section 20) Yen 205:00

Fees applied for,

Special Damage or Repair Fee (if any) Yen 75:00

14/3/1941

Travelling Expenses (if chargeable) Yen 87:00

Received by me,

(Including Machinery).

Second Surveyor's Fee (if any) £

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 4 JUL 1941

Character Assigned

FRI. 12 JUN 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

008248-008259-0145 1/2

