

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th June 41 When handed in at Local Office 21/6/41 Port of Kobe

No. in Reg. Book 80478 Survey held at Kobe Date, First Survey 17/6/41 Last Survey 17/6 1941

on the ~~Wood Iron~~ Steel M/S TORNATOR ex "Norseman".

TONNAGE: - Built at Copenhagen By whom Akt. Burmeistr & Wain. When 1912, 2 mo.

GROSS 4950 Owners A/B Finland - Amerika Linjen Owners' Address

UNDER DK. 4272 Managers Port belonging to Panama.

NET 3163

Surveyed Afloat or in Dry Dock? Afloat Name of 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. 5371 Port Osl

(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.

CHARACTER. for Special Survey. Date of last survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 awng. dk. with freeboard 1,38.		*LMC(CS) 2,36 6,37 DBS 7,38 TS(CL) S6,36 P5,37
ssCpn. 2nd No. 3-2,36.		NOT 30 IN ENGINE CONTINUOUS SURVEYS

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 EQUIPMENT.

NOW DONE:- Vessel examined afloat.

It is stated that the port bower anchor and 15 fathoms chain cable were lost at Yokohama, outside the breakwater, on the 27th May 1941, whilst on a voyage from Petsamo to Yokohama.

The spare bower anchor has now been fitted on port side.

The Captain states that the above shortage will be supplied at the earliest opportunity on her arrival at U.S.A.

(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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Fell.) When put on, Month Year
Deck	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Caulking of Decks	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Beams & Fastenings	Cement or Asphalt (State which)	Oil Bunkers	Sails
Outside Plating	Rudder	Scuppers	Equipment
in way of sidelights	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Breasthooks	Windlass	Hatches	Chain Locker
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Frames	Have Sluice Valves now been examined and found efficient?	Caulking	length mean diam. (on board)
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails	Rule length size
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Hawser & Warps
Transverses		Transoms Pointers, & Crutches	Standing and Running Rigging
Floors		Timbers of Frame at openings	
Keelsons		Ditto Ditto at other places	
Stringers		Stringers, Clamps & Shells	
Inner Bottom Plating		Salting (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 without fresh record of survey, subject to leaky riveting and butt seams at fore end of No.1 hold, port side, and one bower anchor and 15 fathoms length of chain cable being made good or supplied at the Owners' earliest convenience.

Survey Fee (per Section 20)	£ 3-0-0 at 1/2 Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 51.43
Travelling Expenses (if chargeable)	£
Second Surveyor's Fee (if any)	£

Received by me, M. Samakura

Surveyor to Lloyd's Register of Shipping.

Committee's Minute Character Assigned

FRI. 19 SEP 1941

FRI. 13 FEB 1942

FRI. 12 JUN 1942

As now Subject Record: No later Survey reported

Lloyd's Register Foundation

009601-009609-0179

